

THE DIRECTORY & CHRONICLE.

For CHINA, JAPAN, Etc.
1917 Fifty-Fifth Annual Issue.
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PAIDERS:
Large Copies ... \$11.00
Abridged ... 7.00
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Orders should be sent to the
HONGKONG DAILY PRESS, LTD.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WE STOCK
Green Wire Mosquito Gauze.
Blow Lamps, Jeyes' Fluid,
Star Fire Extinguishers,
"Duroco" Paint, Etc.
ALEX. ROSS & Co.,
4, Des Voeux Road Central,
HONGKONG.

No. 16,477.

號七十七百四千八萬一第

日九十月六年巳丁

HONGKONG, MONDAY, AUGUST 6th. 1917

一拜禮

號六月八年六國民華中

PRICE, \$8 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 275 lbs. net.
In Bags 550 lbs. net.
SHAWAN, TOMES & Co.,
General Managers.
784

ALLSOPP'S

BRITISH

PILSENER

BEER.

BREWED AND BOTTLED.

BY

S. ALLSOPP & SONS, LTD.,

BURTON-ON-TRENT.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

18, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

NEW CARTRIDGES.

By popular English Manufacturers.
In all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 5555, at 97, 97 and
97.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

[533]

A LING & CO.

19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades

Telephone 1219

[535]

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
11.00 " " 12.00 noon	" " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 2.00 " "	" " 15 "
2.00 " " 3.00 " "	" " 10 "
3.00 " " 4.00 " "	" " 15 "
4.00 " " 5.00 " "	" " 10 "
5.00 " " 6.00 " "	" " 15 "
6.00 " " 7.00 " "	" " 10 "

NIGHT CARS.
8.30 p.m. and 9.00 p.m. 8.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.
SUNDAYS.

SUNDAYS	
7.30 a.m.	to 10.30 a.m. Every 15 minutes.
8.00 " "	to 11.00 " " " " 10 "
11.30 " "	to 12.00 noon " " 15 "
12.00 noon to 1.00 p.m.	" " 10 "
1.00 p.m. to 2.00 " "	" " 15 "
2.00 " " 3.00 " "	" " 10 "
3.00 " " 4.00 " "	" " 15 "
4.00 " " 5.00 " "	" " 10 "
5.00 " " 6.00 " "	" " 15 "
6.00 " " 7.00 " "	" " 10 "

Extra Car at 11.15 Midnight.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.

Season and punch tickets available for all
are not already full running at the time
stated in the Company's time-tables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Compendious Order representing Bank
Notes.

JOHN D. HUMPHREYS & SON
General Managers

[528]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, 5th JUNE, 1917, until further Notice.

DOWN TRAINS.

UP TRAINS.

Stations	No. 1 Through Express.										No. 2 Through Express.										No. 3 Local.										No. 4 Through Express.										No. 5 Local.										No. 6 Through Express.										No. 7 Local.										No. 8 Local.										No. 9 Local.										No. 10 Local.										No. 11 Local.										No. 12 Local.										No. 13 Local.										No. 14 Local.										No. 15 Local.										No. 16 Local.										No. 17 Local.										No. 18 Local.										No. 19 Local.										No. 20 Local.										No. 21 Local.										No. 22 Local.										No. 23 Local.										No. 24 Local.										No. 25 Local.										No. 26 Local.										No. 27 Local.										No. 28 Local.										No. 29 Local.										No. 30 Local.										No. 31 Local.										No. 32 Local.										No. 33 Local.										No. 34 Local.										No. 35 Local.										No. 36 Local.										No. 37 Local.										No. 38 Local.										No. 39 Local.										No. 40 Local.										No. 41 Local.										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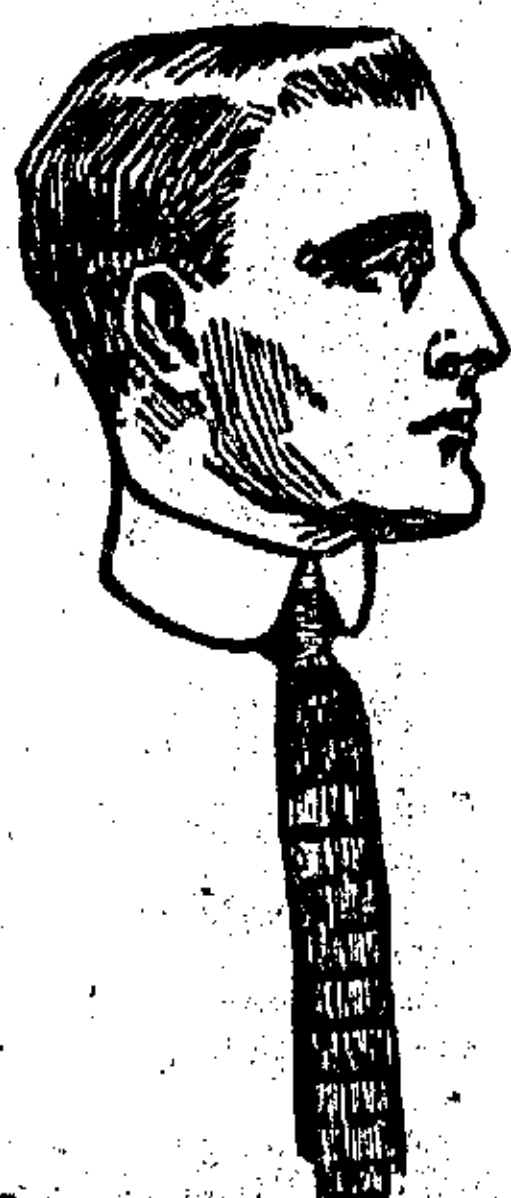
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TUNING AND REGULAR ATTENTION
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[38-1]

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Made with extra thin bands which oblate the difficulty of sliding the Tie between folds of Double Collar.

Wear well and permanently retain their Shape.

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16, DES VŒUX ROAD.

TELEPHONE 39

[38-1]

WHY SHOULD ONE DRINK
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TELEPHONE No. 636.

[38-1]

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OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF
HIGH-CLASS WORK.

104, DES VŒUX ROAD, HONGKONG.

SHIPPING AS USUAL.

TWO VESSELS LAUNCHED AT
KOWLOON.INSPIRING SPEECH BY HON. MR.
S. H. DODWELL.

The contribution is, perhaps, not large—not much, you may say, to make a song about—but together they represent another 7,000 tons weight on our side of the rope in this terrible tug of war, and who can say that our 7,000 tons may not be the means of just pulling the Germans over the line? (Applause.)

The above was one of the many inspiring passages in a speech delivered by the Hon. Mr. S. H. Dodwell, Chairman of the Hongkong and Whampoa Dock Company, after the launching of two new vessels from the Company's slips on Saturday morning. The ceremony was an unusual and, at the same time, a historic one. The oldest shipping man present at the ceremony was only able to remember one previous occasion when two ocean-going ships were launched at Hongkong within a few minutes of each other, and on Saturday, the third anniversary of the greatest war in history, when Great Britain's resources are taxed to their utmost, two British-built ships were launched. It was a truly impressive ceremony.

The vessels launched were the s.s. *Prosper*, built for Messrs. Hans Kier & Co., Drammen, Norway; and the s.s. *Chak Sang*, built to the order of the Indo-China Steam Navigation Company.

There was a very large company present, launches having brought over many guests from Hongkong. Those present were accommodated on a platform which had been erected between the new vessels. They included H.E. the Governor (Sir Henry May, K.C.M.G.), Miss May and Miss Dione May (accompanied by Capt. Edwards, A.D.C.), the Hon. Mr. S. H. Dodwell (Chairman of the Dock Company), H.E. Major-General Ventris and Miss Ventris, Commodore and Mrs. Sandeman, the Hon. Mr. C. E. Anton and Miss Anton, the Hon. Mr. W. Chatham, C.M.G., and Mrs. Chatham, the Hon. Mr. H. E. Pollock, K.C., and Mrs. Pollock, Col. John Ward, M.P., Col. Crisp, M. Reau (French Consul), M. Steckmetz (Norwegian Consul), Mr. A. E. Carleton (Vice Consul for the U.S.A.) and Mrs. Carleton, Sir Ellis Kadoorie, Mr. and Mrs. A. G. M. Fletcher, Mr. G. T. Edkins, Mr. C. S. Gubbay, Mr. E. A. M. Williams, Mr. and Mrs. A. R. Lowe, Mr. and Mrs. C. W. Bewick, Mr. and Mrs. R. Sutherland, Mr. G. C. Moxon, Mr. G. W. Barton, Professor Middleton-Smith, Mr. J. M. McHutchon, Mr. A. G. Coppin, Mr. and Mrs. G. H. Wake-man, Mr. Ho Fook, Mr. Lo Cheung Shui, Capt. Larsen, and many others.

The *Chak Sang* was the first vessel to be launched, and this ceremony was performed by Mrs. Sutherland. So soon as Mrs. Sutherland had struck with the mallet the new vessel glided away gracefully, a bottle of champagne was smashed on the ship's bows, and Mrs. Sutherland said: "I wish you every luck." As the vessel took to the water the band of the 18th Infantry played "Rule Britannia," many Chinese crackers were exploded, and cheers were raised.

Miss May released the *Prosper*, but some few minutes elapsed between the falling of the mallet and the release of the ship. However, like the *Chak Sang*, the *Prosper* went down the ways gracefully amid the usual enthusiastic scenes. As Miss May smashed the bottle of champagne against the vessel's bows she said, "I christen you *Prosper*."

The following are the descriptions of the new vessels:—

s.s. "CHAK SANG."

Built for Messrs. The Indo-China Steam Navigation Company, Limited.

Dimensions:—Length overall, 20ft.; Length between perpendiculars, 20ft.; Breadth moulded, 42ft.; Depth moulded, 25ft.

The vessel is built to Lloyd's highest class and to Hongkong Government regulations for passenger certificate. The gross tonnage is 2,320 tons, and deadweight carrying capacity 2,500 tons on Lloyd's freeboard.

She is of the two deck type with poop, bridge, and topgallant forecastle. The boat deck is amidships. Five watertight bulkheads to upper deck and one (forming a deep tank) to second deck staff machinery space. Cellular double bottom all fore and aft, reserve feed under engine

and dry tank under boilers. Steam steering gear amidships. Six steam winches operating six derricks mounted on tables on two masts.

Accommodation amidships for passengers and officers, the cabins being fitted in modern style. The second class and comfortable staff are berthed in the poop. The ship is electrically lighted throughout and the latest type of wireless is installed.

The machinery consists of one set of triple expansion engines of 1,500 indicated horse-power, and two main boilers 14ft. 6ins. diameter by 10ft. 6ins. long, working pressure of 180 lbs.; one donkey boiler 8ft. 6ins. diameter by 8ft. 6ins. long, working pressure 100 lbs.

The auxiliary machinery comprises a separate centrifugal circulating pump, two Weir feed pumps and heater, large ballast pump, and two donkey feed pumps, and a Weir evaporator capable of producing daily 15 tons of water. The sea-going speed of the *Chak Sang* will be 11 knots per hour.

s.s. "PROSPER."

Built for Messrs. Hans Kier & Co., Drammen, Norway.

Dimensions:—Length overall, 28ft. 6ins.; Length between perpendiculars, 27ft. 6ins.; Breadth moulded, 40ft.; Depth moulded, 21ft. 6ins.

The vessel is built to Lloyd's highest class and to Board of Trade requirements. The gross tonnage is approximately 2,170 tons, and deadweight carrying capacity 3,000 tons on Lloyd's freeboard. She is of the two deck type with poop, bridge, and topgallant forecastle. The boat deck is amidships. Four watertight bulkheads to upper deck. Machinery space amidships. Cellular bottom all fore and aft, reserve feed under engine and dry tank under boilers. Steam steering gear amidships. Six steam winches on upper deck operating six derricks mounted on tables on two masts. There is also a steam winch on poop deck.

Accommodation amidships for passengers and officers, the cabins being fitted in modern style. The second class and comfortable staff are berthed in the poop. The ship is electrically lighted throughout, and the latest type of wireless is installed.

The machinery consists of one set of triple expansion engines of 1,300 indicated horse-power, and two main boilers 14ft. 6ins. diameter by 10ft. 6ins. long, working pressure 180 lbs.

The auxiliary machinery comprises a separate centrifugal circulating pump, two Weir feed pumps and heater, ballast and general service pumps and a Morrison evaporator capable of producing daily 15 tons of water. The sea-going speed of the *Prosper* will be ten knots per hour.

THE RECEPTIONS.

After the launchings, the Company adjourned to one of the large sheds which had been transformed by means of flags and bunting, where several toasts were submitted.

The first was proposed by the Chairman of the Company.

The Hon. Mr. S. H. Dodwell said:—Your Excellency, Ladies and Gentlemen, It is not altogether a coincidence that these two boats are being launched on one day. A great effort has been made by the staff of the Dock Co. to get them ready for launching on the 3rd anniversary of the war as a message to the Mother Country that every corner of the Empire is determined to circumvent the piratical submarine campaign of the enemy and carry the war to a victorious conclusion. The Prime Minister in a memorable speech—made upon the entry of America into the war—used these words:—

"The road to victory: the guarantee of victory: the absolute assurance of victory is one word—ships—and in a second word—ships—and in a third word—ships."

I hope these words will echo through every department of our shipbuilding Company from the Board room to the smithy. Our contribution on this occasion is two, and if I am not mistaken His Majesty the King and the people at Home will appreciate this silent concrete testimony of our determination, better than any effusively worded message of loyalty.

The contribution is perhaps not large—not much, you may say, to make a song about, but together, they represent another 7,000 tons weight on our side of the rope in this terrible tug of war, and who can say that our 7,000 tons may not be the means of just pulling the Germans over the line? At any rate, that is the spirit in which we shipbuilders, employers and employed, have to tackle the work that comes our way, and, as far as the employees of this yard are concerned, I have no hesitation in saying that they are not only pulling their own weight, but the weight of their fellows who are fighting for us at the front. Of course, we must not overlook the fact that one of our leading papers holds the opinion that although we may get work, we shall be unable to undertake it on account of lack of material. An early closure of all the yards in the Colony has been predicted owing to the difficulty of getting steel from Home. Fancy this beehive of industry idle! Not a very attractive picture. One I can imagine any German gazing at with admiration. For my part I refuse to look at it. I will go further. I will metaphorically

turn its face to the wall and write this on its back: "The H.K. & W. Dock Co. have enough material in stock and on the way to undertake any reconstruction and repair work they can get during the next two years." As a matter of fact that is almost a facsimile of the advertisement we asked our London agents to insert in the shipping paper *Fairplay*, a few days before the appearance in the Press of the article I refer to. As to new work, there are other sources of supply for steel than Home and if our Allies, the United States of America, cannot supply us with all we want I shall be extraordinarily surprised. The *Prosper* is a sister ship of the *Helikon* and has been built for Messrs. Hans Kier & Co., of Norway. Under the mutually satisfactory arrangements made, she will be run by British owners and will fly the British flag for the duration of the war and for six months afterwards. Then she will revert to her Norwegian owners, and I earnestly hope she will come safely through and eventually make some amends to the Norwegian nation for the enormous amount of tonnage they have lost by the piratical practices of Germany. The *Chak Sang* is a sister of the *Kwai Sang* and is for our old friends, the Indo-China S. N. Co. I venture to think they will not want us to promise more than that she shall be as satisfactory as the *Kwai Sang*, which was delivered to them recently. We are very proud of the *Kwai Sang*, though I say it myself. There is nothing like blowing one's own trumpet in this life, and in this case I am fairly sure Mr. Anton will join in the chorus. If British owners at home still doubt our capabilities, I hope they will one day have an opportunity of inspecting either the *Kwai Sang*, *Chak Sang*, *Prosper* or *Helikon*. They will have to come to us after the war to build ships for them. Our labour facilities make that a foregone conclusion. They will come with greater confidence if they have seen what manner of work we can turn out. It is Mr. Dyer's pleasant duty to officially thank the two ladies who have assisted us this morning, but I feel that I am not encroaching on his preserves in saying one word. Of all the war work done by the women of Hongkong—and I would back it against any other like number of square miles of the British Empire—nothing ranks of more importance at the present time than the little ceremony two of them have performed this morning. I had first to convince the Second Assistant Superintendent of the Botanical and Forestry Department of this fact before she would even ask Mr. Tuttle for leave. Once convinced, however, she has put her back to the wheel, and you will all agree that she has done great credit to her illustrious mother, who recently let slip the great *Autolycus*. As to Mrs. Sutherland, this is the fourth christening she has been directly interested in. The other three were boys, and as all four are vital requirements of the nation I think that is a record that any woman may well be proud of. Your Excellency, ladies and gentlemen, I ask you to join with me in drinking long life and prosperity to the *Prosper* and *Chak Sang* and to their respective owners, Messrs. Hans Kier & Co. and Messrs. the Indo-China Co., Ltd.

The Company then rose and drank to the long life and prosperity of the two vessels.

THE DOCK COMPANY.

Mr. STECKMETZ was the next speaker. He said:—Your Excellency, ladies and gentlemen,—On behalf of the owners of the *Prosper*, I thank the Chairman of the Hongkong and Whampoa Dock Company, Ltd., for his kindness and the expressions he has given voice to with regard to the *Prosper*. I should like to say, on behalf of the owners of the *Prosper*, that the ship will be a credit to the firm that has built her, and I feel sure she will prove to be a splendid vessel for the Norwegian Mercantile Marine, and the Norwegian shipowners would be well pleased if they could get more orders executed by the Hongkong and Whampoa Dock Company. There are two Dock Companies now in the Colony, and I think, ultimately, Hongkong ought to become the shipbuilding centre of the East. The Norwegian Mercantile Marine, before the war, totalled somewhere about 2,700,000 tons, and, as far as I can ascertain, it has lost, up to the present, about 800,000 tons. With regard to the name of the new ship—*Prosper*—she has been named after a ship of the same name, which she is intended to replace. The first ship was lost off the coast of France in 1916, when she was on a voyage from the United States to France with a large quantity of railway material on board. On behalf of the owners I thank your Excellency, the Hon. Mr. S. H. Dodwell, and also Miss May, for the part you have all taken in replacing what had been a loss to the Mercantile Marine of Norway. Mr. Steckmetz then proposed the health of the Hongkong and Whampoa Dock Company, Limited, which was heartily responded to.

The Hon. Mr. C. E. Anton said:—Your Excellency, Ladies and Gentlemen,—I have to thank the Chairman of the Hongkong and Whampoa Dock Company for the kindly remarks he has made about the Indo-China Steam Navigation Company. The two Companies have had very friendly business relations extending over a long period of years, and I think we can say that the reason it has been so friendly has been through a mutual spirit of give-and-take. We expect good work from the Hongkong and Whampoa Dock Company and we always get it. The *Kwai Sang*, recently built by the Dock Company, is an excellent ship, and there is no reason to doubt that the *Chak Sang* is equally good work. It is an unique experience to most of us to see the launch of two ships on the one day at the one yard. I have only seen it once before, and that many years ago. The shipbuilding industry of Hongkong is a great asset to the Colony. Shipyard yards here have very many advantages over some of the shipbuilding yards at home, but they have one disadvantage, and that is that they have to get their steel from Home for their ship plates and boiler plates. But I can see a possibility

of having our own steel works in Hongkong, since we have iron ore very near and lots of coal in Kwangtung. It only wants enterprise to have those steel works established. The Norwegian Consul has proposed the health and prosperity of the Hongkong and Whampoa Dock Company and I need not do it again.

Mr. R. M. DYER, in the course of a short speech, referred to the fact that shipbuilding was at the present time of prime importance, and said that day they had had a practical demonstration that the Dock Company could design, build and complete ships of the type that was needed. He wished to thank very heartily the two ladies who had performed the ceremonies, and he presented them with a suitable souvenir of the occasion. To Miss May he handed a gold brooch, set with stones, and to Mrs. Sutherland a diamond and amethyst pendant.

His Excellency the Governor then said:—Ladies and Gentlemen,—It is not infrequently that I am called upon to make a speech on behalf of my wife. I don't like it, but I regard it as part of the responsibilities incident to the married state. (Laughter.) But I certainly never bargained to make speeches for my daughters. Certainly, not under conditions in which I get nothing and my offspring gets a handsome present. (Laughter.) But I must not be jealous. She wishes to thank the Company very much for the very handsome present they have made to her. She thinks it the most easily earned thing she has ever succeeded in acquiring. She does not prize it any the less, and will ever treasure it as a memento of this visit on the anniversary of the outbreak of war to the premises of the Hongkong and Whampoa Dock Company to take a leading part in adding another contribution from Hongkong to the Empire's military resources. Her knowledge of these premises and of the splendid work done therein is derived from two intimate objects—one the steam-launch *Victoria*, a very old friend of the family ever since the time that her daddy took her mummy out snipe shooting in it to Deep Bay over the week-end of their honeymoon week. The launch is 30 years old, but when her present overhaul is completed she will be as good as new. Her engines are the original engines put into her 30 years ago and enable her still to hold her own against any launch in the harbour. I think that is a record. The other object lesson by which Phoebe judges the Dock Company is the little yacht named after her sister, the *Dione*, launched from this yard 15 years ago, and raced hard now for 15 consecutive seasons. Phoebe says that despite the yacht's age she and her sister Iris are ready to take on anyone and anything in the shape of a yacht of about the same tonnage in any weather. They won all the hard weather races in her last season. The little yacht is as good as ever she was. That, I think, constitutes another record. (Applause.)

Phoebe says she does not know much about monsters of steel and iron such as she has just launched, but, judging from the workmanship put into the two little vessels I have mentioned, she predicts that this vessel, as her name *Prosper* denotes, will be a great success and will have as brilliant and as lucky a career as the little ships I have mentioned. (Applause.) She wishes to congratulate Mr. Dyer and the able staff working under him on the production of so fine a vessel, and she has asked me to specially mention two old friends of the family, Chieftain Rob Roy, Mr. Logan, who had a hand in the construction of the *Victoria*—and it afforded me peculiar pleasure to recommend a son of his for a commission with the Armies in France—and Mr. Chips Davidson, who tends the *Dione* during her annual refit as tenderly as a mother would her child. And now let us, once more, wish God speed to the *Prosper*. She is going forth to take her place in the British mercantile marine which has played, and is still called upon to play, such an important part in the great war which the Empire and its gallant Allies are waging for freedom and liberty. (Applause.) The Germans, unable to beat on land the splendid armies which British patriotism and British doggedness have succeeded in raising and equipping, think that they can destroy at sea the British mercantile marine, and thus bring old England to her knees. British constructors and British officers of the mercantile marine have answered "Go to, and do your worst." (Applause.) You will have learned from the recently reported speech of Mr. Lloyd George how the struggle between German submarines and the British mercantile marine stands. It is certain that the result is going to be another great disillusionment for the Kaiser and his advisers. (Applause.) Ladies and Gentlemen, Hongkong is proud of the *Prosper*. She represents one more item in the many and great contributions of this Colony to the successful prosecution of the war. (Applause.)

Mr. R. SUTHERLAND replied on behalf of Mrs. Sutherland, remarking that the day was not only one of commercial interest but also of national importance. He wished to associate himself with the remarks of Mr. Anton about the relations of the two Companies, and said that it only seemed a short time ago that Mr. Dyer and he walked down the slips where the two ships were built and when they were only a few pieces of riveted steel. They discussed the possibility of getting the ships completed before the end of the war, and he was extremely pessimistic about it. Mr. Dyer said: "You will have your ship all right," and that day he'd seen those words come true. Talking of the excellent work done by the Dock Company, he said that many years ago the *Leander* was built by them for work on the Yangtze River, and although the work there tried any steamer to its utmost—hard frost in winter and blistering sun in summer—she was to-day the best on the run and was good for many years to come. (Applause.) Mr. Sutherland concluded by expressing Mrs. Sutherland's thanks for the present, adding, amid laughter, "I have not seen it yet, yet it must be very handsome, but if it is something a gentleman cannot wear I hope she will wear it for very many years to come."

This concluded the proceedings.

WAR ANNIVERSARY. SERVICE AT ST. JOHN'S CATHEDRAL.

There was a large congregation at St. John's Cathedral yesterday, when the morning service took the form of a war anniversary service. Among those present were H.E. the Governor, Miss May and Miss Dione May, H.E. Major General Ventris and Miss Ventris, Col. John Ward, M.P., and many representatives of the local naval and military forces.

Appropriate hymns were sung, and the offertory, amounting to \$454.18, was on behalf of the Prisoners-of-War Fund.

The sermon was delivered by the Bishop of Victoria from the text "Remember the Lord... and fight" (Neh. iv., 14). He said:—When the war broke out few of us thought it would go on for three years, but at the commencement of the fourth year of war we, following the example of our King and Queen, have come to the house of God to intercede for our soldiers and sailors, to remember those who have died for us, to present our monetary offering to help our comrades in need, and to thank God for many mercies vouchsafed to us. I desire to emphasise the thought that we are approaching God—the Supreme Ruler, the gracious Father, and the Father of prayer. Whatever our nation may be we are not atheistic. Too many neglect public worship and disregard the Lord's Day to their own great loss, but they still believe in God; it may not be doctrinally defined as the God of the Catholic Church or of the creeds of Christendom. Mr. H. G. Wells, in his attractive writings, is preaching a God who alone solves the problems of war and can uphold the courage and purify the minds and strengthen the wills of those who trust in Him.

Such a finite God as he conceives is not likely to give final satisfaction for many earnest seekers, but to worship Him and to pray to Him should bring men nearer to the Kingdom of Heaven. The danger with some people to-day seems to be rather towards superstition, sentimentalism and spiritualism. To many the mascot craze is only a whimsical amusement; to others it is a real superstition.

Last month a mascot day was advertised in London. Replicas of mascots were sold for 2s. 6d. each by Society ladies and popular actresses. One was commended as the replica of a mascot which had, apparently, kept a certain captain without a scratch in every conceivable danger. The sale was under the patronage of the late Commander-in-Chief and the Director-General of the Medical Service. As the *Guardian* newspaper says, we look with pitying contempt upon the pagan who bows down to wood and stone while thousands of church-going people trust themselves to the protection of some mascot during the week days.

Not long ago a soldier member of the Church of England sent home a rosary to his wife and asked her to get it blessed by the vicar and sent back to him in France, and we have great learned men like Sir Oliver Lodge advocating what seems to me an unscriptural and unprofitable form of spiritualism.

You may not agree with me in these matters, but you must all acknowledge your need to remember the Lord and to come straight to God Himself; not the God of paganism, Who is influenced by charms, not merely the God of the Old Testament Who is Jehovah of Israel, but the God who loved the world that He gave His only begotten Son for its salvation; the God who enjoins us to ask and receive and seek and find; the God Who is a Spirit and must be worshipped in spirit and in truth. To such a God we must lift up holy hands. Even in the Old Testament the prophets explained to the people that their prayers were useless because of their sins. (Isaiah i., 15-16, etc.)

Our cause is righteous—we have no doubt about that. The outstanding event of last year is America's intervention on the side of the Allies. There could have been no clearer vindication of the righteousness of our cause than the noble speech of President Wilson. As Bishop Brent said in St. Paul's Cathedral last April, we are not at war because of a misunderstanding with our enemies but of an understanding. Germany has espoused as the guiding star, and that principle is one which contradicts the principle by which men live. If we would expect God's blessing on our arms we must fight with clean hands. There must be no condoned unrighteousness in our nation.

I do not think we can ask God's blessing on reprisals, on dropping bombs on non-combatants because Germany does it, or on ill-treating German prisoners because she starves ours. Let us "play the game," though our enemy stops at no meanness. Two blacks will not make a white. Then there must be no slackness on our part. The people who have prayed to God and trusted wholly to Him have never been slackers in any enterprise. The passage in Melchiah (Neh. iv., 14) from whence my text is taken is typical of many such. Remember the Lord who is great and terrible and fight for your brethren, your sons and your daughters, your wives and your houses.

Oliver Cromwell's soldiers were Puritans who believed in God and prayed to God, and, though they were not always right, their prayers made them fight better than the Royalists.

There must be no slackness on our part. There are three hundred and forty-four who have volunteered and gone from our small British community to help to defend us and our cause, one of the last to go being the Rev. E. W. K. Martin, who often preached here. It is no time for slackness on the part of us who live in comfort and safety. Praying to God is not trying to get Him on our side; it is setting ourselves on His side, and it has a wonderfully bracing effect upon our energies.

While we pray for the 45,000 British and Indian prisoners in the hands of the enemy we bring their needs before God, their physical suffering, their bodily hunger, their loneliness, their mental depression, perhaps the insults and hardship imposed by guards whose minds have been poisoned by their Prussian masters. Having prayed, we shall be more disposed to give a real self-sacrificing offering. After telling God of their needs we can hardly go home and spend money on unnecessary luxury, extravagant dress, flashy entertaining. We can hardly teach our Chinese servants to follow us and our guests about with whisky and sodas, expensive wine and cherry brandy, all the while we are praying for our brave prisoners to have a little decent bread and a cup of tea.

Sincere prayer is bound to be followed by self-sacrificing giving. Let there be no more slackness in intercession. Week-day intercession services are almost faded away. I know many of you put in some hours every week in war work, but I know, also, that intercession for the war is war work. Prayer is one of the three forms of co-operating with God. The other two are working and thinking. God depends for the harvest upon the farmer working with Him. He depends for the progress of Science upon scholars thinking with Him, and He depends for the triumph of righteousness in the world upon His people praying to Him.

There must be no doubting. He that cometh to God must believe that He is, and that He is the reward of them that diligently seek Him.

Faith in God can do anything. When we pray believe and ye shall have, as we have seen. Faith in God as Almighty and as the Healer of prayer will not make us slack, but just the reverse.

God is working His purpose out. He is making a new earth. Everything must be revalued. There is no doubt about the issue. Righteousness will prevail. Even Germans themselves will in due course realise that they benefit by the defeat of the unrighteous principles and the arrogant dynasty that keeps them in fetters. As we pray we will cherish the vision of a world in which righteousness and peace shall kiss each other, in which all mankind shall dwell together in brotherly love, each nation—whether small or large, whether white or black or yellow—shall be free to fulfil its destiny and bring its honour and glory into the City of God. That day will surely come. We can hasten it by our prayers, or we can hinder it by our neglect of prayer. Let us pray in full assurance of faith for our King and all in authority. For all our allies, remembering Russia in particular in these critical days. Let us pray for all the soldiers and sailors, for all the sick and wounded and those who minister to them in body and soul. Let us pray for those who are engaged in tasks of special peril. Let us pray for the spirit of unity in the Homeland in Great Britain and in Ireland. Let us pray for our enemies. Let us pray that we may be brought through strife to a lasting peace.

Finally, let us remember before God all those who have fallen in the service of their country. Some will pray for their souls' peace and progress in the paradise of God, and some will prefer to keep to the guarded and restrained language of our Prayer Book and pray that we with them may be partakers of God's heavenly Kingdom. Whatever our views of prayers for the dead, I am sure they should be mentioned before God.

Before the special Litany is said I will read over the names of volunteers who have gone from Hongkong and laid down their lives in the service of their country. I fear the list is incomplete. Will you now stand in respectful silence to commemorate brave men who laid down their lives unto the death and whom we may leave in the righteous hands of a loving Heavenly Father.

R. A. Stokes (Messrs. Deacon, Looker, Deacon & Harston); J. E. Gresson, R. G. Munro, C. C. Cunningham, J. H. Bone (Messrs. Jardine, Matheson & Co.); F. Richardson (Messrs. Butterfield & Swire); C. N. G. Walker (Messrs. Gilman & Co.); A. D. Bailey (Messrs. David Sassoon & Co., Ltd.); A. O. E. Elborough (Hongkong and Shanghai Banking Corporation); E. G. Anting, P. B. Gardner, H. G. Wakeford, A. W. Allchurch, R. H. Coote, R. Edwards, and E. Drury (Police); W. R. May (Prison Department); A. B. Sheehan (Messrs. Sheehan, Tones & Co.); L. O. Collins, A. Hirst, E. Cruikshank (Hongkong and Whampoa Dock Co.); Ben Chapman (Messrs. The Cook & Son); F. M. Soares, K. R. Forde, W. H. Church and I. Carmichael.

Now to God the Father, God the Son and God the Holy Ghost, the Supreme Judge of all men and all causes to whom there are no dead, be ascribed all majesty, dominion and power for ever more.—
AMEN.

HONGKONG LITIGATION.

YEAR'S WORK AT THE SUPREME COURT.

The report of the Registrar of the Hongkong Supreme Court for the year 1916 says:—

ORIGINAL JURISDICTION.
Two hundred and fifteen actions were instituted in this division of the Court during the year 1916, as against 231 in 1915; 166 were disposed of during the year, 40 being settled or withdrawn before trial, as against 140 and 45 respectively in 1915. Thirteen cases, which had been set down for trial, remained untried at the end of the year as against 30 at the end of 1915.

The amounts involved were \$1,400,607.67 and £1,405 10s. 6d. against \$1,128,712, £267 4s. 4d. and \$673 U.S. currency.

The debts and damages recovered amounted to \$873,626.50, £149 6s. 6d. and \$673 U.S. currency as against \$427,559 in 1915.

The fees collected amounted to \$1,025.45 as against \$12,502.15 in 1915.

IN PRIZE.
Three actions were instituted under the above head in connection with cargo consigned to alien enemy firm on board the *Langster*, *Noyoya*, and *Glennie*. During the year no ship was condemned.

SUMMARY JURISDICTION.
One thousand six hundred and ninety-eight actions were instituted during the year as against 1,601 in 1915. The cases were disposed of as follows:—Settled or withdrawn 791, judgment for the plaintiff 549, judgment for the defendant 53, non-suited 12, struck out, dismissed or lapsed 98, and pending 284, as against 628, 555, 38, 12, 30, and 338 respectively in 1915.

The claims amounted to \$303,924.61 as against \$390,080.95 and £25 10s. 6d. in 1915, and the amounts recovered were \$39,705.64 and £58 as against \$107,000.38 in 1915.

The fees collected amounted to \$5,102.40 as against \$4,339.65 in 1915. The number of rent distress warrants issued was 639 representing unpaid rents amounting to \$47,536.21, of which \$18,747.13 was recovered, as against 555, \$94,173.07 and \$13,593.36 respectively in 1915.

Four hundred and eighty-four warrants were withdrawn on settlement between the parties as against 295 in 1915. The fees collected amounted to \$3,415.75 as against \$3,263 in 1915.

CRIMINAL JURISDICTION.
There were 68 cases and 64 persons committed for trial at the Criminal Sessions, as against 59 and 104 respectively in 1915. The number of persons actually indicted was 87, of whom 95 were convicted and 22 were acquitted. Against 7 persons the cases were abandoned. In 1915 the figures were respectively 100, 70 and 30.

From the decision of the Chief Justice		From the decision of the Chief Justice	
Five appeals were lodged, viz.:		Five appeals were lodged, viz.:	
"Prize Judge" 2	as against 2 in 1915.	"Prize Judge" 2	as against 2 in 1915.
"Magistrate" 1	"	"Magistrate" 1	"
"Total" 3	"	"Total" 3	"
The following appeals were disposed of, viz.:		The following appeals were disposed of, viz.:	
"Prize Judge" 1	as against 0 in 1915.	"Prize Judge" 1	as against 0 in 1915.
"Magistrate" 1	"	"Magistrate" 1	"
"Total" 2	"	"Total" 2	"

ADMIRALTY JURISDICTION.
Five actions were instituted. One action was tried during the year and one settled, leaving 3 pending. One vessel was arrested and subsequently released. The fees collected amounted to \$305.35 as against \$1,075.50.

BANKRUPTCY JURISDICTION.
Twenty-one petitions were filed, 16 being creditors' petitions and 5 debtors' petitions. The figures for 1915 were respectively 31, 18, and 13. The number of receiving orders made was 16, being 12 on creditors' and 4 on debtors' petitions. The figures for 1915 were respectively 22, 11, and 11. The estimated assets, in cases where receiving orders were made and not subsequently rescinded, was \$122,797 and the estimated liabilities \$437,247 against \$456,534 and \$946,151 respectively in 1915. The fees collected amounted to \$3,273 as against \$3,780 in 1915 and the Official Receiver's Commission as trustee, where no trustee had been appointed by the creditors, to \$8,586 as against \$11,795 in 1915.

PROBATE AND ADMINISTRATION.
Two hundred and twenty grants were made by the Court, being:—
Probate 108
Letters of administration 111
Affidavit to lead to payment of estate duty 1

The figures in 1915 were respectively 219, 102, 116, and 0. The aggregate value of the estates was \$4,075,500 as against \$3,933,630 in 1915. Probate and estate duties amounted to \$106,351.40, Court fees to \$11,311.70, and Official Administrator's Commission to \$2,015.82. The figures in 1915 were respectively 219, 102, 116, and 0.

(Continued at foot of next column.)

PASSPORTS.

A notice in the *Gazette* calls the attention of British subjects holding passports issued by the Foreign Office, or by a Consular or Colonial Officer, to the importance of keeping such passports in safe custody when not in use. If a passport is lost or mislaid, the circumstances should at once be reported to the nearest Officer of His Majesty's Government. The report should state when and where the loss is believed to have occurred and should give particulars as to the number and date and office of issue, and of any endorsements which may have been added thereto. Any person neglecting so to report will not be granted a new passport in Hongkong except in very special circumstances.

HONGKONG MAGISTRACY. OPIUM.

For being in possession of a quantity of opium, a Chinese was fined \$200, with the alternative of three months' imprisonment.

"I HAD NOTHING TO EAT."

Is hunger a justification for stealing? When a Chinese coolie was charged before Mr. Dyer Ball with stealing six pairs of socks from a shop said:—"I had had nothing to eat for three days, so I stole the socks to buy food."

It was stated that the defendant had been banished from the Colony for twelve, and he was now sentenced to three months' hard labour.

ALLEGED POCKET-PICKING.

Before Mr. Dyer Ball, an unemployed Chinese was charged with pocket-picking in Des Vaux Road Central. Inspector Kent said it was alleged that the defendant had "picked" a purse containing \$25 from a Chinese pedestrian in Des Vaux Road Central on the 3rd instant. The complainant was a member of the bodyguard of the Civil Governor of Canton.

The defendant pleaded not guilty, and, after evidence had been heard, the case was dismissed.

DID NOT WANT TO BE RE-SOLD.

A Chinese girl was charged before Mr. Wood, with stealing money, jewellery and clothing, worth \$63, from her mistress at No. 3, Green Street, Wanchai.

The mistress said that the defendant had stolen the money, jewellery and clothing and then absconded. Witness bought the defendant several years ago. The defendant was not a good servant. She had a bad temper. The witness wished to get her married in order to get some money.

The defendant said she ran away from the complainant because she wanted to re-sell her. Furthermore, the complainant had frequently beaten her. The defendant admitted having stolen the money and jewellery. The clothing, she alleged, had been given to her by the complainant.

The case was adjourned.

HONGKONG BANK NOTES.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended July 31st, 1917, as certified by the Managers of the respective banks are as follows:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank	\$ 7,257,517	\$ 5,000,000*
Hongkong & Shanghai Bank	\$2,442,193	18,000,000
Mercantile Bank	1,102,541	550,000†
Total	\$10,802,251	\$23,550,000

* Sterling Securities deposited with the Crown Agents valued at £150,000.
† Securities with the Crown Agents £85,000.

respectively \$327,089, \$11,577.87, and \$1,041.07. There were 70 estates vested in or administered by the Official Administrator during the year, representing an aggregate value of \$47,312.97. The figures for 1915 were respectively 63 and \$36,453.72. Twelve estates were wound up during the year, representing an aggregate value of \$9,700.03, as against 18 in 1915 representing \$5,367.31.

OFFICIAL TRUSTS.

The number of trust estates in the hands of the Official Trustee at the end of 1916 was 21, with trust funds amounting to \$75,568.89, as against 22 estates aggregating \$76,406.71 plus certain house property, in 1915. One estate was wound up during the year. The amount of commission collected was \$113.29 as against \$178.29 in 1915.

REGISTERS OF COMPANIES.

One hundred and eighty-one "China" companies were transferred to the Companies Register at Shanghai, which was opened on the 1st January under the Companies Ordinance, 1915. On the 31st December there were 239 companies on the Hongkong Register, of which 30 were in course of liquidation. During the year 30 new companies were put on the Register and 14 struck off. The fees collected in respect of "China" companies amounted to \$42,917.95, and those in respect of other companies to \$8,721.40.

FEES AND COMMISSION.

The total sums collected during the year by way of fees and commission amounted to \$56,719.68 as against \$53,928.63 in the previous year.

INTIMATIONS.

LANE, CRAWFORD & Co.

(ESTABLISHED 1850)

(TELEPHONE 1741)

SHIPCHANDLERY DEPT. SOLE AGENTS

FOR

CHAS. PRICE & CO. (LONDON),
ENGINE OIL.

VALVOLINE CO. (NEW YORK),
ENGINE OIL.

ARCH. EADIE & CO. (GLASGOW),
PAINTS AND OILS.

BAXTER & CO. (DUNDEE), CANVAS.

GOUROCK ROPE WORK CO.
(PORT GLASGOW), CANVAS.

GARLOCK PACKING CO.
(SAN FRANCISCO), ENGINE PACKING.

MANDER BROS. (WOLVERHAMPTON),
"OLSINA" WATER PAINT.

SHIPS' STORES OF EVERY DESCRIPTION.

LANE, CRAWFORD & Co.

18

A.V.C. FINEST OLD LIQUEUR BRANDY.

GUARANTEED 30 YEARS OLD.

V. D. CLARETS. V. D. SAUTERNES.
V. D. BURGUNDIES.

Stocked by HONGKONG HOTEL.

Obtainable at LANE, CRAWFORD & Co.

A. & B. MACKAY'S LIQUEUR WHISKY. THE ORIGINAL LIQUEUR WHISKY.

PRICE \$24.00 PER CASE DUTY PAID.

Has a fine mild flavour and a refreshing clean taste.

Obtainable at all Local Stores.

and at LANE, CRAWFORD & Co.

1467-3

Powell & Co.

Black Printed

BED SPREADS

FAST COLOURS.

PRINTED TABLECOVERS

CRETONNES

TAFFETAS

SEE WINDOW OR SEND FOR PATTERNS.

19

NEW ADVERTISEMENTS

WANTED.

ENGINEER, BRITISH, as WORKS FOREMAN. Applications with Copy References in own writing, stating age, experience and salary required. No other applications considered.

W. S. BAILEY & CO., LTD.
[291]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY, 6TH AUGUST, 1917.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 6th August, 1917.

By Order,
A. R. LOWE,
Secretary.
[1916]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY, 6TH AUGUST, 1917.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 6th August, 1917.

By Order,
A. R. LOWE,
Secretary.
[1917]

ROYAL HONGKONG GOLF CLUB. LADIES' SECTION.

THERE will be no Competition for the Captain's Cup during August and September.

[1918]

NOTICE.

THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Buildings, Hongkong, on WEDNESDAY, August 15th, 1917, at 11.30 A.M., for the purpose of presenting the Report of the General Managers, and Statement of Accounts to May 31st, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from August 6th to 15th 1917, both days inclusive.

GORDON & Co.,
General Managers.
[1918]

THE STEAM LAUNDRY CO., LTD.

THE FIFTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of Sir C. P. CATER, O.M.G., on SATURDAY, 18th August, 1917, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts to 31st May, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th August to 20th August, both days inclusive.

C. BERNARD BROWN,
Secretary.
[1918]

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

(Incorporated in Hongkong).

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the BRITISH TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 3 and 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on THURSDAY, the 16th day of August, 1917, at 12.15 o'clock P.M., when the subjoined Resolution duly passed at an Extraordinary General Meeting convened for that purpose and held on the 10th day of July, 1917, will be submitted for confirmation as a Special Resolution:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting."

Should the above Resolution be confirmed as a Special Resolution by the requisite majority the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

A print of the Memorandum as proposed to be altered can be seen at the Head Office of the Company.

Dated this 4th day of August, 1917.

C. H. P. HAY,
per pro. General Manager.
[1918]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 3482 dated Hongkong 15th February, 1900, for 50 Shares numbered 54219 to 54243, 10205 to 10207, 32240 to 32242, 4186 to 4190 and 53311 to 53315 and Provisional Certificate No. 43371 dated Hongkong, 5th July, 1907, for 25 Shares numbered 88206 to 88230, all Registered in the name of Sir CARL HAYES, Bart., have been LOST or STOLEN, and should this Certificate and this Provisional Certificate not be produced to this Bank before the 2nd September, 1917, new Certificates for the Shares will be issued and the aforesaid Certificate No. 3482 and Provisional Certificate No. 43371 will thereafter be treated by this Corporation as Null and Void.

By Order of the Board of Directors,
N. J. STARR,
Chief Manager.
[1918]

WANTED.

AN EXPERIENCED PRINTER, capable of taking charge of an old-established Printing Office in the Straits Settlements. One with knowledge of the working of the Linotype Machine preferred. Good prospects to competent man.

Apply with references, and stating age, nationality, and salary required, to—
"S."
Care of "Daily Press" Office.
[1912]

HOUSES TO LET

TO LET.

IMMEDIATE entry. Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—
THE MANAGER,
Hongkong Ice Co., Ltd.,
46, Connaught Road Central.
[300]

TO LET.

"HOMESTEAD," No. 43, Peak Road, Unfurnished, immediate possession, for 3 months.

FLATS, "Wild Dell Buildings," Wan Chai. HOUSES and FLATS, Gap Road.

Apply to—
SANG KEE,
Care of COMPAGNIE DEPT.,
HONGKONG AND SHANGHAI BANKING CORPORATION.
[394]

TO LET.

DEVONIA, No. 8, Peak Road, SIX-ROOMED BUNGALOW, with Garden and Tennis Court.

HOUSES in Shamshien, Canton, Nos. 31 and 33.

Apply to—
DAVID SASSOON & Co., Ltd.
[308]

TO LET.

A FIVE-ROOMED HOUSE, with Tennis Court, in Minden Villas, Kowloon.

A FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
[338]

TO LET.

OFFICES at 2, Connaught Road Central.

OFFICE in King's Buildings.

A HOUSE, Knutsford Terrace (Kowloon).

HOUSES in Broadwood and Moreton Terraces.

HOUSES on Shamshien, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
[38]

TO LET.

NO. 25, BELLILIOS TERRACE.

NO. 2, FAIRVIEW, Kowloon.

3 and 4-ROOMED FLATS at the Peak.

ONE GARDEN in Duddell Street.

Apply to—
LINDSTRAD & DAVIS,
3rd Floor, Alexandra Buildings.
[30]

WANTED.

A HOUSE or WHOLE FLOOR with about 10 Rooms in a central location.

Please apply to—
Box No. 1,
Care of "Daily Press" Office.
[787]

WANTED.

AN ENGINEER, experience in surveying essential.

Apply, stating experience, etc., to—
Box No. 3,
Care of "Daily Press" Office.
[308]

G. R. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or Identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1914.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

[38]

FOR SALE.

BRITISH POSTAGE STAMPS in packets (no duplicate).

100 Stamps for \$0.75	225 Stamps for \$3.25
150 " " 1.75	275 " " 4.25
175 " " 2.25	300 " " 4.75
200 " " 2.75	325 " " 5.25

GRACA & CO.

No. 4, WYNDHAM STREET, HONGKONG.

ON SALE.

HONGKONG HARBOR REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1916.

REVISED BY THE MEMBERS.

PRICE ———— \$5.

DAILY PRESS OFFICE.

INTIMATIONS

PUBLIC AUCTION.

BY direction of the Government of Hongkong, Messrs. HUGHES & HOUGH have received instructions to sell by Public Auction.

On MONDAY, the 13th day of August, 1917, at 9 P.M., at their Sales Room, Ice House Street, Victoria, Hongkong.

The Following VALUABLE LEASE-HOLD PROPERTY situated at Victoria, Hongkong, viz:—

All THOSE pieces or parcels of ground situated at Victoria aforesaid and known and registered in the Land Office as SECTION A OF MARINE LOT NO. 101 and SECTION "B" OF MARINE LOT NO. 101. Together with the messuages, erections and buildings and buildings thereon known as No. 7, Queen's Road Central, Victoria aforesaid. Term 999 years, created by a Crown Lease dated the 8th day of April, 1889.

Area in respect of Section "A" of Marine Lot No. 101—6445 sq. ft. Proportion of Annual Crown Rent \$24.45.

Area in respect of Section "B" of Marine Lot No. 101—1017 sq. ft. Proportion of Annual Crown Rent \$3.75.

For further particulars and conditions of sale apply to—
JOHNSON, STOKES & MASTER,
Principals Buildings,
Ice House Street, Hongkong,
Solicitors for the Liquidator of The Deutsch Asiatische Bank,
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 4th May, 1917.
[319]

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidator of Messrs. WITKIN & Co. in pursuance of an order of the Hongkong Government to sell by public auction at 12 o'clock (Noon) on MONDAY, the 27th day of August, 1917, at his Sales Room, Duddell Street, Hongkong.

All the piece of ground situated at Yau-mat, Kowloon, in the Colony of Hongkong, and registered in the Land Office as KOWLOON INLAND LOT NO. 509.

The property consists of a piece of ground abutting on Battery Street and Fourth Street (near the Praya) in Kowloon and contains an area of 4,500 square feet.

The Lot is held for the unexpired residue of a term of 75 years created therein by an Indenture of Crown Lease dated the 4th day of May, 1888.

The Annual Crown Rent is \$68.

For further particulars and conditions of sale apply to—
Messrs. HASTINGS & HASTINGS,
Solicitors for the Liquidator,
or to the Undersigned,
GEO. P. LAMBERT.
Hongkong, 12th May, 1917.
[353]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LUN

JAVA-PACIFIC LUN.

THE Steamship

"TJIMANOEK" (85) having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., at Noon will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th inst., or they will not be recognized.

All broken, damaged, and damaged Goods are to be left in the Godowns whence they will be examined on the 7th inst., at 10 A.M., by the Company's surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JAVACHINA-JAPAN LUN.

Hongkong, 2nd August, 1917.
[307]

THE PENINSULAR AND ORIENTAL STRAM NAVIGATION CO.

STEAM FOR STRAITS, ORYON

AUSTRALIA, BOMBAY, EGYPT.

MEDITERRANEAN PORTS

AND LONDON.

CREWERS BILLS OF LADING ISSUED FOR

AFRICA, AMERICA, CONTINENTAL,

AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mails, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.

Parcels will be received at the Office until 1 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—
E. V. D. PARR,
Superintendent.

INTIMATION

THERE IS NOTHING MORE

REFRESHING

IN YOUR BATH

THAN

WATSON'S

HOUSEHOLD

AMMONIA.

In Bottles 75 Cts. Each.

ONLY FROM

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

Telephones 16.

DEATH.
ASVERUS.—At Swatow, on August 4th, HENRIETTA ASVERUS, in her 80th year.
[920]

Hongkong Office: 10A, DES VOUX ROAD, C.O. LONDON. Office: 181, FLEET STREET, E.C.

The Daily Press.

Hongkong, 6th August, 1917.

TEACHING OF ENGLISH IN LOCAL SCHOOLS.

The report of the Committee recently appointed by H.E. the GOVERNOR to enquire into the teaching of English in Government Schools is rather a disappointment. It seems to us that, instead of confining themselves to their instructions, the Committee have made a number of vague recommendations upon all sorts of matters, which, though useful in their way, are not directly concerned with the important subject under consideration. The statement, for example, that "Wan-tai School needs better ventilation" concerns the administration of the Education Department, and the same might be said of recommendations relating to the position of Shingyun School and the renewal of equipment. The medical inspection of schools, and the comparative figures about the cost of education in a selected list of Crown Colonies are also subjects outside the terms of reference, and the Committee might just as reasonably have given their views upon athletics, typewriting, or the teaching of the Scriptures. We are all in favour of increasing expenditure on education in Hongkong provided that good value is obtained for the money, but because Ceylon devotes 4.45 per cent. of its annual expenditure to education, and Hongkong only 2.6 per cent., it does not necessarily follow that the teaching of English in the Government schools in this Colony is worse than it is in Ceylon. As a matter of fact, in 1916 Hongkong allocated 2.9 per cent. of its public expenditure to education, 11.1 per cent. to Public Works extraordinary, and 19.6 per cent. to "Military expenditure." Is it not manifestly absurd to suggest that because this Colony builds a huge reservoir, or a typhoon shelter, or extends the mileage

of its roads, and Barbadoes or Ceylon does not, therefore Hongkong is in duty bound to make a corresponding increase in its grant to education? It is a commonplace that statistics can be made to prove anything. Before we can institute any useful comparisons we must know all the surrounding facts.

The terms of the instruction were perfectly plain. The Committee were "to enquire into the teaching of the English language to Chinese boys in Government Schools, and to examine the question whether by a reduction in the number of other subjects more time can be devoted to such teaching." The origin of the enquiry was the complaint that the standard of English, as revealed in business, is lower now than in former days among Chinese boys leaving school. This complaint was endorsed by old residents of the Colony, and, if well-founded, calls for some explanation in view of the fact that a larger proportion of Chinese parents speak English, commercial intercourse between Europeans and Chinese in the English language is more frequent, travelling abroad is more common, and many emigrants return from Australia, America, and the Straits Settlements to settle down in, or near, Hongkong. The Committee give three reasons for the deterioration, with all of which we are in agreement. While, on the whole, they approve of the curriculum in the schools, they think that the time might be reduced in which pupils study Chinese. Upon this point the Committee disagree with the well-known policy of the Education Department, which has often laid stress upon the necessity of teaching a Chinese boy his own language. What is clearly necessary is to distinguish, in the higher classes of the school, between the curriculum of boys who aspire to become Chinese officials or scholars and of those who intend to follow commercial pursuits. If it is not practicable to divide the boys at school, the alternative is to send the prospective officials and scholars to the University, where they would have time and facilities to continue the study of their own language. Any youth who wishes to enter Chinese official life or to become a Chinese scholar should be able either to afford the additional expense, or to win a scholarship. The Chinese youth in a local business office is valuable for his knowledge of English. We may be sure that he can always speak and write his own language, and it is not essential that he should be steeped in the classics. Incidentally, we observe that it is proposed to drop Commercial Geography, although it seems to us an advantage for a boy entering a local office to know whence imports are derived and whither exports go.

A second reason given by the Committee for defective English concerns the Staff of the schools. While bluntly condemning "the general spirit and organisation at Queen's College," the report states that there is a "call for further investigation." If that is necessary why confine this investigation to Queen's College? Many people are of opinion that it is the whole system of Government education which needs overhauling and that an independent Commission should be appointed for the purpose. After all, of the eight members who composed this Committee, the Chairman and Secretary are normally employed by the Government on educational work, while four others are engaged in teaching in institutions aided by a Government grant. Nor should it be forgotten that the permanent Staff of Queen's College was not represented. Doubtless there will be general agreement with the recommendations to reduce the number of boys in each class of the local schools, to employ European women teachers in the lower classes, and to improve the facilities for training Chinese teachers.

Finally, we agree, in principle, with the recommendation that the salaries of both English and Chinese masters should be increased. While the general conditions under which a master commences at Queen's College are not unattractive, promotion is painfully slow. It is, however, only fair to add that all the English schoolmasters are in the Civil Service, and, presumably, enjoy the usual privileges, including, possibly, the proposed house-allowance. Nevertheless, their prospects are nothing like as bright as those of the more fortunate Cadets. Some of the local schoolmasters are Oxford and Cambridge graduates, and to place them in charge of elementary classes is to make

poor use of their attainments. They might, with advantage, fill the higher administrative positions, while an experienced teacher from a Council school in England would teach the elementary work equally well, if not better. We have never understood the system of appointments, and we see no reason why the Director of Education, any more than the Director of Public Works, should be a Jack-of-all-Trades.

So far as we can understand, the Government schools train all their boys with the object of passing certain examinations arranged by the University. We hope it is not expected that a boy who is to have the advantage of a University career should be trained in the same manner as a boy who will pass direct from school into an office. In general, the University graduate may be expected to be the official, scholar or "captain of industry," while the youth whose education ceases at Queen's College, or at a more elementary school, will, as a rule, occupy a less exalted position. There will, of course, always be exceptions; but that is the general idea. It is, however, inevitable that only a very small proportion—say, about one in five hundred—of the boys trained in English in the local schools will pass on to the University. Therefore, we want some examination system which will be suitable for those who are to leave school fitted to earn their own living. It may be that the present system meets this requirement. In any case, we are anxious, for the sake of the general prosperity of Hongkong and the advancement of Western ideas in China, that every possible improvement should be made in the teaching of English in the local schools, and we would gladly welcome an increase in expenditure to accomplish that end, provided the money were wisely expended.

To-day being Bank Holiday, Fire and Marine Insurance Offices will be closed.

H.E. the Governor will be "At Home" at Mountain Lodge on August 23rd and September 30th.

Capt. H. P. W. Weed, R.E., who was formerly in Hongkong, was recently gazetted D.A.A.G.

Capt. (Acting Major) P. de Fonblanque, R.E., who was well known in Hongkong, has been appointed D.A.A.G.

The annual meeting of shareholders in the Hongkong Steel Foundry Co., Ltd., will be held on the 15th inst.

A meeting of the Hongkong Sanitary Board is to be held this afternoon. The agenda contains purely formal business.

Capt. A. G. B. Buchanan, R.E., who left Hongkong after the outbreak of war, was recently appointed to the Staff to a Brigade Major's post.

The competition for the Captain's Cup in the Ladies' Section of the Royal Hongkong Golf Club will be suspended during August and September.

The death of Brigadier General L. B. Walton, of the Indian Army, is reported. As Lieut.-Colonel this officer was in Hongkong in Command of the 26th Punjab.

A Proclamation by H.E. the Governor, published in the Gazette, makes His Majesty's Forces in the Colony subject to the Army Act for a further period of three months.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks a donation of \$25 to the funds of the hospitals from Chan Kai Ming.

Lieut.-Col. H. G. Sergeant, R.G.A., who was stationed in Hongkong before the war broke out, has been killed at the front. He was asleep in a dug-out at the time he was killed.

Capt. (Acting Major) P. R. M. Collins, R. G. A., a popular junior officer of the 97th Company a few years ago, who was well-known locally as a cricketer and Rugby player, has been awarded the D.S.O. for good work at the front.

The Hon. Mr. E. R. Hallifax, hon. secretary of the Hongkong War Charities Committee, informs us that one telescope and one pair of binoculars have been received from Mr. R. Baker, of the Hongkong Civil Service, for forwarding to the Manager of the Lady Roberts' Field Glass Fund. Glasses to be included in the parcel now awaiting despatch should reach the Hon. Secretary not later than 10th August. The total local contributions now embrace one stand telescope, eighteen hand telescopes, fifty-six binoculars, and donations of \$150.

THE WAR.

THE FLANDERS STRUGGLE.

BAD WEATHER INTERFERES WITH OPERATIONS.

TURKS PREPARING OFFENSIVE.

BRITISH PREMIER ON THE WAR.

RUSSIAN PREMIER RESIGNS.

Franco-Belgian Front.
LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

GERMAN REPORT.

LONDON, August 4th.

A wireless German official report states:—There were no important attacks in Flanders, owing to the rain. We raided south-westward of Liétreux and captured a great number of French black troops.

EARLIER CABLES.

BRITISH RECOVER LOST GROUND.

LONDON, August 4th.

Field-Marshal Sir Douglas Haig reports:—We recaptured the remaining trench which the enemy forced on Thursday night, to the east of Monchy-le-Preux. The positions here have been completely re-established.

The Allies have further progressed, to the east of Kortekker-Cabaret. There has been heavy rain during the night.

FRENCH FRONT.

BAD WEATHER.

LONDON, August 4th.

A French communiqué states:—Despite the bad weather in Belgium, we progressed beyond Kortekker-Cabaret and reconnoitred farms beyond the front reached, repulsing enemy patrols. There was reciprocal artillery activity on both banks of the Meuse.

Two enemy attempts in the region of Avocourt Wood failed.

INCIDENTS OF TUESDAY'S BATTLE.

LONDON, August 4th.

Reuter's Correspondent at Headquarters, telegraphing on the evening of August 3rd, states that the weather has become worse and the battlefield is a quagmire of lagoons and brimming rivulets.

To-day's news can be summed up by the remark of an officer, who said: "Both sides seem to be trying to keep out of the rain."

Further details of Tuesday's fighting to the north-east of Ypres, where the counter-attacks were very heavy, show that fine deeds were done by the troops covering the retirement of a large and hard pressed rearguard. One hundred and thirty men who had occupied the ruins of a farm arrested the German advance with rifles and Lewis guns. The strength of the party was reduced to 30, and the survivors decided to cut their way back to their own lines. They emerged in the open with fixed bayonets. Some did not return, but the valorous self-sacrifice averted a much heavier casualty list.

Many bad obstacles were encountered at the advance in this district, mainly farms, from where machine-guns enfiladed the troops and had to be stormed separately. Frequently, the first intimation the British received of the presence of Germans lurking in shell holes, was a shot in the back.

There was much bayonet fighting at close quarters, which prevented the gunners shelling the counter-attackers, but the doggedness of the English and Scottish troops, mainly the Lancastrians, minimised the loss.

The ground cost the Huns terribly dear and the net result has tactically been the creation of a temporarily wide "No Man's Land."

BRITISH STATESMEN'S MESSAGES TO FRANCE.

PARIS, August 4th.

On the third anniversary of the War, Mr. Lloyd George has telegraphed to the French Government as follows:—

"In recent years the French and British soldiers have fought in brotherly union, side by side, in more than one desperate battle, and by our common sufferings we have not only attained a more thoroughly mutual understanding and affection, but have created a better world for our successors.

Lord Milner telegraphed:—"We are determined to follow the beacon of the heroic example of France, without looking back across the long dark night, to a certain daybreak in which the free peoples of the world will together celebrate the final triumph of the rights of nations.

Sir Edward Carson telegraphed:—"We have entered together a war for the defence of our liberty and our rights. We will carry on until our combined efforts on land and sea bring the common enemy to his knees."

Russian Front.

[THROUGH REUTER'S AGENCY.]

RUSSIAN FRONT.

RUSSIA'S LAMENTABLE TALE.

LONDON, August 4th.

A wireless Russian official report states:—We attacked northward of Husijyn and cleared out the enemy on the eastern bank of Zbrucz. We captured 43 prisoners.

We drove out the enemy from Chus-touka and Czernokoziney, southward of Skala.

We abandoned Czernovitz, after blowing up a bridge across the Pruth.

The enemy took possession of Czernovitz, Rachkovpoliana and Raranacz.

Our troops are fighting the enemy north-eastward of Kimpolung.

The enemy occupied Watra, on the Moldavitz.

GERMAN VERSION.

LONDON, August 4th.

A wireless German official report states:—We crossed the frontier north-eastward of Czernowitz and occupied Galicja, with the exception of a narrow stretch from Brody to Zbaraz.

We are advancing rapidly on Bukowitz.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE COTTON TRADE.

LONDON, August 4th.

It is announced that the Cotton Control Board, employers and operatives have agreed to a scheme for the future conduct of the cotton trade which will be submitted to the Board of Trade on August 9th.

SILVER MARKET.

LONDON, August 5th.

The silver market is steady.

EARLIER CABLES.

NORWAY'S SHIPPING LOSSES.

LONDON, August 4th.

Thirty-three Norwegian ships, of a total tonnage of 58,241, were sunk in July.

LATEST CABLES.

GREAT SPEECH BY BRITISH PREMIER.

LONDON, August 4th.

Mr. Lloyd George received a great ovation on rising to address a large meeting held at the Queen's Hall to express the inflexible determination to continue the struggle for liberty and justice to victory.

Earl Crewe presided, and there was a crowded audience, including the Italian and the Serbian Premiers, members of the Cabinet, many members of parliaments overseas, soldiers and Allied residents.

Earl Crewe emphasised Great Britain's war-aims, namely, reparation and security, had not changed—(cheers)—and read a message from General Botha as follows:—"At the close of the third year of this terrible world-war, I can only reiterate what I said last year, let us press on to complete victory."

Baron Sonnino emphasised that Great Britain and Italy were united until a just and honourable peace was secured.

Mr. Lloyd George, after paying a tribute to Italy's war efforts, said:—

"We are fighting to defeat the most dangerous conspiracy ever plotted against the liberties of nations, and we have striven three years for this not unsuccessfully. (Cheers.) We had checked the ambitions of Germany. The Kaiser knew it was not true that Germans were fighting to protect German soil. Even now neither the Kaiser nor Dr. Michaelis said they would be satisfied with German soil. They talked glibly of peace, but stammered when they came to the restoration."

"Before we enter a Peace Conference they must learn to utter that word to begin with. (Cheers.) Our gallant fellows are gradually going to cure the Kaiser of his stutter. Restoration is the first letter, then we will talk loud. (Prolonged cheers.)

War was a ghastly business, but it was not so grim as a bad peace. There was an end to the most horrible war, but a bad peace went on and on, staggering from one war to another. The Prussian war-lords had not yet abandoned their ambitions. There must be no "next time." Let us have done with it. Don't repeat this horror. (Cheers.) Let us make victory so that national liberty, whether for small or great nations, can never be challenged. The small nation must be as well protected as the big nation. On all roads there were ups and downs, and doubtless the Russian collapse was rather a deep glen we were passing through, and he was not sure that we had reached its darkest level, but across the valleys he could see the ascent. (Loud cheers.)

Mr. Lloyd George continued:—"We could not allow a sectional organisation to make peace. The nation as a whole makes war, the sacrifices are pretty evenly divided amongst all classes, and the nation as a whole must make peace. (Cheers.)

RUSSIAN PREMIER RESIGNS.

Petrograd, August 4th.

The Premier, M. Kerensky, has resigned owing to the impossibility of reconstituting the Government in a manner compatible with the necessities of the moment.

Therefore, M. Kerensky can no longer assume responsibility for developments.

The Government has decided not to accept the Premier's resignation.

EARLIER CABLES.

STRONG MEASURES.

Petrograd, August 4th.

M. Kerensky, in an order, forbids assemblies of military delegates or committees of soldiers. The men of mutinous regiments are ordered to wear a black band round their arms until they have regained their honour on the battlefield.

The Pourparlers between the Government and the Cadets, with a view to the latter joining the Coalition Cabinet, have been broken off.

GERMANY'S PREPARATIONS FOR WAR.

AN UNACCEPTABLE ULTIMATUM.

LONDON, August 4th.

In a letter to the Times, Mr. Lewis Einstein, the late Special Agent of the American Embassy at Constantinople, says that the German official denial of a conference at Potsdam in July, 1914, is apparently no more veracious than similar German declarations.

Marquis Garroni, the late Italian Ambassador at Constantinople, told Mr. Einstein that on July 16th, 1914, Baron Wangenheim, the then German Ambassador to Turkey, who returned from Berlin on July 14th, 1914, told Marquis Garroni that he had been present at a conference at which war had been decided by means of an unacceptable ultimatum to Serbia.

Baron Wangenheim told another diplomatist that a month before the war the Kaiser summoned the leaders of the Army, Finance and Industry, and asked them if they were prepared for war. They all replied that they were, while Baron Wangenheim assured the Kaiser that he would answer for Turkey.

THE SITUATION IN FINLAND.

HELSINKI, August 4th.

The Senate has decided to publish the Provisional Government's manifesto dissolving the Diet, and ordering elections. The decision was communicated to the Diet, which adjourned sine die. The Governor-General told a meeting of Naval and Military Committees that force would be used if the Diet refused to dissolve.

The manifesto points out that the rights of the ex-Tsar as Grand Duke of Finland devolved on the Provisional Government, which cannot recognise the right of Finland, which only enjoyed a domestic autonomy, to prejudice the decision of the Constituent Assembly on the future relations between Finland and Russia.

COMPULSION IN CANADA.

TORONTO, August 4th.

The Delegates of the "Win the War" Convention are here, perfecting plans for a vigorous pro-conscription campaign. Many prominent persons, of all parties, delivered addresses. The Colonial, Molloy, who was blinded in South Africa, moved a resolution declaring that the Convention would not support any candidate not favouring compulsion.

THE MESOPOTAMIA CAMPAIGN.

PREPARATION FOR A GREAT OFFENSIVE.

LONDON, August 4th.

The Daily Telegraph's Correspondent at Athens states that a great Turkish offensive in Mesopotamia, for September, is being prepared. Two Divisions from the Dobrudja have concentrated at Aleppo, to where troops are also moving from Thrace, besides a large portion of Austrian heavy artillery in Turkey. General von Falkenhayn will be in command.

THE FRENCH MINISTER OF MUNITIONS.

PARIS, August 4th.

The fear that the Socialists would compel M. Thomas, the French Minister of Munitions, to leave the Government has been dispelled by a resolution, adopted at a meeting yesterday evening by 56 votes to 9, instructing the Political Committee to apply the decisions of the party's National Council, and, in agreement with M. Thomas, to define a policy in accordance with the interests of national defence, and permitting M. Thomas to continue in the Ministry.

The resolution was adopted after a speech by M. Thomas, emphasising the necessity of the Socialists collaborating with the Government, and also a speech by M. Guesde, pointing out that the resignation of M. Thomas would be interpreted, since the Council of Workmen's and Soldiers' Delegates had invited the Socialists not to collaborate with Imperialist Governments.

THE THIRD ANNIVERSARY KING'S STIRRING MESSAGE.

LONDON, August 4th.

His Majesty the King has sent the following message to the Lord Mayor of London:—

"The three years of war, with all they mean to every home in the British Empire, have welded closer together than ever the bonds of unity which steel the hearts of the whole nation in a firm resolve to secure the sacred principles of justice and freedom for humanity. For these we fight, and by God's help we mean to triumph."

ANGLO-AMERICAN SHIPPING CONTROL.

NEW YORK, August 4th.

The Shipping Board has arranged to commandeer all merchantmen with a view to operating the Anglo-American agreement for a joint control of shipping and freights. The ships will be operated under Government charter, thus saving the expense of taking over the hulls.

The chief aim is to get more ships into the trans-Atlantic service, to where many coasters on the Pacific and South American traders will be diverted, neutral and Japanese ships replacing the latter.

FOOD CONTROL.

CO-OPERATION BY LOCAL GOVERNMENT BODIES.

LONDON, August 4th.

It is officially announced that Lord Rhondda has invited the local government bodies of Great Britain to appoint Food Control Committees to administer the new scheme of sugar rationing under which retailers are required to register. Sugar cards will be issued by the public committees who are also requested to continue the Food Economy Campaign and to deal with other food stuffs, including meat and bread, and to enforce fixed food prices.

CORRESPONDENCE.

THE CINEMA AS AN EDUCATOR.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—I should like to draw attention to a very revolting and horrible scene now being shown in a series of pictures, entitled the "Wandering Jew," at the Victoria Theatre.

It is that of a wretched horse being attacked and mauled by a tiger. The delighted public is afterwards shown the poor creature lying covered with blood and presumably dead.

The object of a picture-show is to entertain, not to sicken and horrify.

I understand there is a police censorship of these pictures. What curious ideas of what is "moral and entertaining" the individual must have who allowed this picture to pass, involving as it must have done in the making—shocking and needless cruelty to the horse!

It is to be hoped that the censorship will alter or the Victoria Theatre, I imagine, will lose some of its custom.

Yours truly,

C.M.R.

THE DIFFICULTY OF FINDING ARBUTHNOT ROAD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir,—Coolies who are instructed to deliver goods, letters, telegrams, etc., in Arbuthnot Road often labour under the difficulty of not being able to find this thoroughfare owing to the fact that the junction of Hollywood Road and Wyndham Street has not any street-name posted up either in English or in Chinese. The only name-plate for this road at the present moment is at the Caine Road end, but this entrance is not so commonly used by messengers, etc., as the Hollywood Road and Wyndham Street end. Hoping the authorities will take the hint to that effect.—Yours, etc.,

RESIDENT.

TYPHOON WARNING.

The following telegram has been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

August 3rd, 5 p.m.

Cyclone or typhoon E. of Bashi Channel, direction unknown.

THE SITUATION IN CHINA.

[FROM OUR PEKING CORRESPONDENT.] THE GOVERNMENT AND GERMANY.

PEKING, August 3rd, 11 p.m.

The Cabinet, and Feng Kuo-chang, the Acting President, approve of a declaration of war against Germany. A proclamation on this subject will be issued when the majority of the Provinces agree, probably in about ten days.

There was no Cabinet meeting to-day.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."] SHANGHAI, August 5th.

DUTCH LEGATION TO TAKE CHARGE OF GERMANY'S INTERESTS.

A Cabinet meeting has decided upon declaring war against Germany. Feng Kuo-chang, also, has approved of the declaration, which has been drafted, and will be issued as soon as telegrams endorsing it arrive from the Provinces.

The Germans at Peking have requested the Dutch Minister to look after their interests.

The chief of the German-Chinese bank will be sent to Java.

The Peking-Hankow Railway has been damaged by floods.

[THROUGH REUTER'S AGENCY.]

A UNANIMOUS DECISION.

PEKING, August 4th.

The new President of the Republic presided over a Council of Ministers, which unanimously decided to declare war upon Germany.

"ARMY'S UNFAINTERING DETERMINATION."

SIR DOUGLAS HAIG'S MESSAGE.

The following telegram was received on Saturday by H.E. the Governor from the Secretary of State for the Colonies:—"Sir Douglas Haig sends the following:—Our Armies in France, drawn from every part of the British Empire, bring to the fourth year of the War a steady confidence justified by their past achievements."

"Unflinching in their resolution to compel the task to which they have put their hands, they will fight on until the enemy is overthrown."—LONG.

FAR EASTERN MEN AND THE WAR.

Battery Sergt. Major J. H. Cooper, R.G.A., who was a Sergeant in the 88th Company, and at 17, before the war, has been awarded the D.C.M.

TSAR AS A PRISONER.

STRICT MILITARY GUARD.

The Petrograd correspondent of the Times telegraphed on June 7th:—

On account of the large influx of summer residents into Tsarskoe Selo, additional measures have been taken to guard Nicholas II. and his family from possible indiscretions. The ex-Tsar is permitted to take exercise for only two hours daily, morning and evening. A military escort follows all his movements from a distance not exceeding 25 paces. The children take their outing separately. The ex-Tsar and his wife have to appear at their window twice daily, in order that the officer commanding the guard may be able to see them. A triple cordon of troops surrounds the Palace.

The Minister of Justice has authorized the Grand Duchess Marie Pavlovna to leave the Caucasus, where she has been under domiciliary arrest for six weeks, and to go to Finland.

At yesterday's meeting of the Labour section of the Petrograd Committee it was resolved to demand the transfer of the ex-Tsar and his family to the prisons of Kronstadt. Two of the Socialist Ministers who have returned from that town, describing the local prisons as the worst they have ever seen. The Kronstadt Committee have agreed that representatives of the Government shall inquire into the charges against the officers who have been incarcerated there, and that ultimately the prisoners shall be transferred for trial to Petrograd.

During a visit yesterday to the Peter and Paul Fortress, where the ex-Ministers are confined, I formed the impression that no undue hardship has been imposed, and that if no relaxation of rules is permitted it is perhaps as well that this should be so in the interests of the prisoners themselves. They are daily attended by a well-known physician, whose orders in respect of diet are scrupulously observed. The prisoners wear the regulation dark blue dressing gown while in their cells, over ordinary civilian clothes. When they go out for their daily exercise they wear their own hats and overcoats. They are permitted to see relatives once a week for 10 minutes, and to write and receive one letter a week. Their ordinary fare is exactly the same as that of the soldiers who guard them. Each inmate passes the whole time in solitary confinement, in a large, well-lighted, and well-ventilated cell, and well provided with literature. Several of the Ministers devote their time to learning English.

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THERAPION

THE WAR.

(Continued from page 5.)

Franco-Belgian Front.

(THROUGH REUTER'S AGENCY.)

BRITISH FRONT.

ENEMY ATTACK NEAR
MONCHY-LE-PREUX.

LONDON, August 3rd.

Field-Marshal Sir Douglas Haig reports:—The weather continues wet and stormy.

The enemy last night renewed his attempt to drive us out of our positions on Infantry Hill, eastward of Monchy-le-Preux. He attacked on a front of half-a-mile and temporarily gained possession of portions of our front trenches at two points.

Our counter-attacks have already regained part of the lost ground.

We repulsed enemy attempts south-east of Queant and north-west of Warneton.

GROUND REGAINED.

LONDON, August 4th.

Field-Marshal Sir Douglas Haig reports:—Our troops have established themselves at St. Julien.

Our fire broke up infantry massing for a counter-attack to the Ypres Roulers railway.

We advanced to the south of Hollebecq and regained nearly the whole ground to the east of Monchy-le-Preux which we lost last night.

We repulsed raiders to the north-east of Gouzeaucourt and to the south-west of Fortaine-le-Croisilles.

We successfully carried out a raid to the south west of Lombartzyde. The prisoners taken last Tuesday were 1,000, of which 100 are officers.

THE GERMAN REPORT.

The German official wireless report says:—English advances on the Nieuport-Westende road and westward of Bixchoote and Langemark failed.

The enemy is bombarding Roulers. Advanced engagements northwards of La Bassée Canal, Monchy, and Havrin-court favoured us.

We drove out the French who penetrated our trenches on the Leon-Soissons Road. We captured the southern exit of the tunnel of Cerny and repulsed attacks on the left bank of the Meuse.

FRENCH FRONT.

HEAVY ENEMY ATTACKS NEAR
CERNY.

PARIS, August 3rd.

A communiqué states:—Bad weather continues on the whole front in Belgium. After violent bombardments on the east and south of Cerny the Germans launched violent attacks on a front of 1,500 metres. All were repulsed by our fire with heavy losses.

LATER.

The bad weather continues in Belgium. A German attempt to rush our lines to the east of Cerny, completely failed.

THE ALLIES' OBJECTIVES IN
FLANDERS.

LONDON, August 3rd.

The Times Military Correspondent states that the objectives of the offensive in Flanders did not include the enemy main artillery positions; hence, a large capture of guns was not anticipated.

ENEMY'S APPALLING LOSSES

LONDON, August 3rd.

Reuter's Correspondent at Headquarters, telegraphing to-day, says:—Since my last dispatch there has been a hurricane of heavy shelling and determined counter-attacks. The more the enemy launches his masses against our withering barrages the sooner must the end come. It is impossible to estimate the losses yesterday afternoon during a series of assaults, but they must have been appalling.

It is a striking contrast that while the Hun infantry curse their artillery for lack of support, troops praise our gunners.

Our new positions south of the Ypres-Commines road and the Ypres-Roulers railway to opposite St. Julien seem to be causing the Germans great concern. They are devoting their heaviest shells there. The French front, between Koortseken and Bixchoote is also being shelled heavily.

The situation on the whole front shows no tactical change. The weather continues deplorable. A foggy August was never born.

Our prisoners number well over 5,000.

THE WEATHER IN FLANDERS.

The weather conditions in Flanders may be imagined from the fact that the average rainfall for the month has been experienced in the south of England during the last five days. The weather cleared last night.

Russian Front.

(THROUGH REUTER'S AGENCY.)

THE RUSSIAN RETREAT.
A STUBBORN BATTLE.

LONDON, August 3rd.

A Russian official report, received by wireless, states:—After a stubborn battle we retired across the Zbrucz in several places. Our troops are retiring between the Dniester and the Pruth. The enemy has occupied Falkei and we evacuated Kimpolung.

AUSTRIANS OCCUPY
CZERNOWITZ.

LATER.

It is claimed at Vienna that the Austrians have occupied Czernowitz.

THE GERMAN REPORT.

The official German report states:—We captured several villages on the lower Zbrucz, captured Czernowitz, and penetrated positions further south. The Austro-Hungarians are fighting a house-to-house battle at Kimpolung.

THE RUSSIAN ARMY.

COMMANDER TREACHEROUSLY
KILLED.

PETROGRAD, August 4th.

General Gourko, ex-Commander on the Western front, has been arrested.

General Erdely, Commander of the Eleventh Army, has been killed, having been treacherously shot in the back.

A COMMISSIONER'S REPORT.

PETROGRAD, August 3rd.

The Commissioner to the South-West Front reports that the armies under General Korniloff, especially the Eleventh Army, regiments of which recently retired of their own accord, are now vigorously repulsing all attempts by a powerful enemy to penetrate Russian territory. The Seventh Army, in impetuous attacks in the Gristatine region, took a number of German prisoners.

The condition and spirit of the troops denote a decisive reaction, giving ground for hope that the army will carry out its duty.

THE TURKISH FRONT.

SEQUEL TO GENERAL VON
FALKENHAYN'S VISIT.

LONDON, August 3rd.

Following reports that General von Falkenhayn visited the Turkish front at Gaza, it is stated from Athens that the Turkish military authorities are at present giving attention to the campaign in Syria and have concentrated huge forces at Nalep for use either in Mesopotamia or at Gaza, according to the development of the operations.

Naval Activities.

(THROUGH REUTER'S AGENCY.)

SUBMARINE ATROCITY.

A CREW DELIBERATELY
DROWNED.

LONDON, August 3rd.

An unparalleled submarine atrocity, namely, the deliberate drowning of thirty-eight of the crew of the steamer *Belgian Prince*, is related by three survivors who were rescued by a patrol boat after fearful sufferings.

The steamer was torpedoed on Tuesday evening, 200 miles from land. The submarine shelled and destroyed the wireless, took the captain aboard, and murdered the crew on the deck of the submarine, deprived most of them of their outer clothing and life-belts, destroyed the boats and thereafter submerged, carrying many of the crew. Others swam or floated until they sank exhausted or died of exposure.

GERMAN SUBMARINES IN
DUTCH HARBOURS.

AMSTERDAM, August 3rd.

A Berlin semi-official report states that the result of an investigation by an International Commission at The Hague is that German submarine *U-6* remains interned in Holland and that *U-30* will be released.

General.

(THROUGH REUTER'S AGENCY.)

CONTROL OF FOOD.

COMMITTEES TO BE APPOINTED.

LONDON, August 4th.

It is officially announced that Lord Rhonda has invited the local government bodies of Great Britain to appoint Food Control Committees to administer the new scheme of sugar distribution under which retailers are required to register.

Sugar cards will be issued by the public committees, who are also requested to continue the Food Economy Campaign and to deal with other foodstuffs, including meat and bread, and to enforce fixed food prices.

BRITISH SHIPBUILDING.

DEMAND FOR MORE LINERS.

LONDON, August 3rd.

The leading shipowners have memorialized the Premier again urging the building of liners, and not merely cargo steamers.

ANNIVERSARY OF THE WAR

THE KING'S MESSAGES.

LONDON, August 4th.

The Press Bureau announces that H.M. the King has telegraphed to the Emperor of Japan, the Kings of Italy, Serbia and Roumania, and the Presidents of France, America and Portugal as follows:—"On the third anniversary of the day on which my country entered into the great struggle, I desire to express the unwavering determination of my Empire to pursue the contest until our joint efforts are crowned with success, and our common aims are attained. I am happy in the confidence, which I feel assured is shared by you, that the untiring will of our peoples and the heroism of our forces will achieve final victory, securing the possibility of the peaceful progress of humanity."

The Press Bureau announces that H.M. the King has telegraphed as follows to the King of the Belgians:—"On the third anniversary of the day on which my country threw in its forces against the violators of the neutrality of Belgium, I desire to express my unshakable confidence in the ultimate restoration of Belgium to her rightful position among the free countries of Europe. The unflinching spirit of her people, under grievous sufferings, will continue to inspire the joint efforts of the Allies against the nation which trampled her liberties under foot."

H.M. the King has telegraphed to the King of Siam expressing his appreciation of Siam's noble resolution to associate in the righteous cause for which the Allies are fighting.

H.M. the King has telegraphed to the President of Cuba saying he is confident of complete success, thus setting the laws of the nations' welfare and of humanity upon a firm foundation.

MESSAGE FROM GENERAL BOTHA.

LONDON, August 3rd.

The war anniversary messages include one from General Botha, who says:—"At the close of the third year of this terrible world war we can only reiterate what we said last year—let us press on to complete victory."

WAR TIME PROFITS TAX
IN AUSTRALIA.

MELBOURNE, August 3rd.

The Government has temporarily withdrawn the War-time Profits Tax Bill and will probably introduce important amendments to the measure.

BRITISH MINISTRY OF
RECONSTRUCTION.

LONDON, August 3rd.

The House of Commons has passed the third reading of the Bill establishing a Ministry of Reconstruction.

STOCKHOLM CONFERENCE.

ANOTHER FRENCH MINISTER
EXPECTED TO RESIGN.

PARIS, August 3rd.

As the majority of the Socialists voted against the Government in the Chamber on the question of attending the Stockholm Conference, it is reported that M. Albert Thomas, the Minister of Munitions, may resign.

M. Poincaré, Minister of War, temporarily takes over the Ministry of Marine.

ATTITUDE OF BRITISH LABOUR.

LONDON, August 3rd.

The Times states that the majority of Mr. Henderson's colleagues in the Government are determined to do their utmost to convince the Trade Unions to vote against the recommendation of the Party Executive to accept the invitation to the Stockholm Conference.

Meanwhile the conference of Allied and Neutral Seamen, including officers, has been summoned in London for the 17th inst., or a week after the Labour Party Conference, to deal with the question of the submarine murders of seamen.

The Executive of the Trade Unions yesterday decided to adhere to the resolutions not to meet enemy representatives.

MINISTERIAL CHANGES
IN RUSSIA.

PETROGRAD, August 4th.

The resignation of M. Tchernoff, Minister of Agriculture, has been accepted. M. Arkenteff, Chairman of the Executive of the Peasants' Deputies Council, has been appointed Minister of the Interior.

ROYALIST AGITATION IN
ATTICA AND BOETIA.

ATHENS, August 3rd.

A state of siege has been proclaimed in Attica and Boetia owing to a Royalist agitation.

THE SILVER MARKET.

LONDON, August 3rd.

Silver is quoted at 40½. There is small demand and scanty supplies.

LONDON, August 4th.

Silver stands at forty-one. The financial and other demands are steady.

BERLIN TO-DAY.

V.

WOOD FOR FOOD.

TRYING TO "SWALLOW" THE
RUSSIANS.

[BY F. SEFTON DELMER.]

Mr. F. Sefton Delmer, who left Berlin on May 23rd, is an Australian, and became English lecturer at Berlin University in 1901. Interned at Ruhleben from November, 1914, to March, 1915, he afterwards enjoyed unusual opportunities of observing developments in Berlin.

I referred, in my last article to the difficulties Germany has to fight against in the fodder question. In consequence of our blockade the fodder is simply not there. It either has to be taken from materials that are of vital importance as food for human beings or some substitute for it has to be found. The German chemists in their laboratories have been kept as busy as medieval alchemists trying to discover their new philosopher's stone.

In Germany there is at present in use a method secretly but very extensively practised of obtaining a kind of flour from wood. This "flour" goes by the name *Holzmehl*. It is a modification of the discovery of a Swedish savant, whose name I have forgotten. I saw a German translation of his book on the subject in the hands of the Director of the Fodder Commission.

This new wood-fodder is a sort of forlorn hope which the landowners have eagerly clutched at. The Russian forests in the occupied districts, I have heard, are being ruthlessly cut down and turned into wood-meal. This wood-meal is intended primarily to serve as a cattle food. Of its nutritive properties I know nothing. They are said to be low. Bread is also made from it, and I have been told that it is given to the soldiers. I am more inclined to think that it is reserved as a delicacy for the prisoners' camps. It will probably be an improvement on the war-bread served out to us at Ruhleben in the winter of 1914-15, which was made of all sorts of inferior ingredients and included flour made from straw. I remember yet the rasped, scratched feeling it produced in one's throat and digestive canal.

KEEPING THE RUSSIANS.

In the Russian forests prisoners are being employed to destroy Russian property. In the earlier stages of the war the treatment of the Russian prisoners was brutal in the extreme, the theory being that the anathematic Russian was a kind of animal that understood no argument but the knout. I have on several occasions walked through the forests round Berlin where Russian prisoners were at work sawing down trees, and bearing them away on their shoulders. I saw what hard, exacting work it was, two men carrying the huge logs, heavy with sap, that would have taxed the strength of three, while their taskmasters looked on with an insolent air of superiority and with fixed bayonets. And remember, please, Mr. Pacifist, that the German bayonet is not there as an ornament, but is regarded by the man who carries it as a very effective ox-goad. I managed to smuggle a few cigars into the hands of these poor wretches by dropping them in their way at a propitious moment. The captives, no doubt, not knowing that I was an Ally, took me for some new type of German.

On a German estate where my little son Denis was staying last Easter he heard the German overseer assuring the Russian prisoners employed there that Russia was done for (*ganz kaputt*). "Nein, nein," said the Russian prisoners, with their unconquerable smile, "Russland nicht kaputt! Russland stark!" (Russia not done for! Russia strong!)

A most important revelation about the Russian prisoners was made to me in an unguarded moment by a certain high official about a year ago. I mention it in the hope that it may become known in Petrograd and taken to heart by our friends there. "After the war," he said, "German agriculture will be of supreme importance, but, as a result of the appalling losses we have suffered, there will be a great lack of farm-hands in our fields. We, therefore, at the conclusion of peace, mean to keep back as many as we can of our million Slav prisoners. They make excellent and docile farm labourers."

"But how will you manage to keep them here if they want to return home?" I inquired.

"Oh, they are mostly illiterates, and if we treat them well they'll probably stay of their own accord. Many of them are already forming connections, illicit it is true, with German women, on the big estates where they are at work. But, of course, if they refuse to stay we shall find means to make them. With proper education, in a German *mittels*, in less than a generation they will be Germans.""German history," he went on, "shows, from the time when the Germans pushed on into the lands on the other side of the Elbe and Oder, that it has been the destiny of the higher German *Kultur* to permeate and then to assimilate the lower Slavonic civilization on its borders. This process of peaceful penetration into Slavonic regions, followed by the absorption of the Slavonic population, has been clinched at intervals, when necessary, by wars. This process has been in the past, and ought to be in the future, our policy."

Our Emperor's dream of simultaneous expansion towards the West ought to have been deferred for at least another generation. Our expansion must be towards the East, and will be towards the East, for the Slav, with his softness, his mysticism, and romantic idealism, was meant to be ruled, and not to rule."

These remarks were made at a time when no one foresaw the Russian Revolution. They are curiously illustrative of Germany's anaconda policy of first slaving and then swallowing its prey.

I have, as a result of long observation, come to the conclusion that the modern German is never good or kind for goodness' sake. If he does an apparently philanthropic action it is always with a material motive. If he treats prisoners well it is as a matter of policy and not for Christ's sake. He believes in philanthropy only when it pays a 10 per cent. dividend. That is why the treatment of Russian prisoners has somewhat improved of late, with the distinct object of cajoling them as individuals into becoming the tools of Germany. The Germans know that the Russian is the bravest of soldiers when well led. "If we could only get these grown-up children into our hands and train them under German officers we could sweep Europe!" I have often heard them say.

In the streets of Berlin, scantily clad throughout that bitter winter when the snow was frozen into crystals so hard that they gave out a sound like sleighbells when the wagon wheels passed over them, the Russian prisoner was a familiar figure. Hardworked and underfed, he yet seemed to me to have in his face a look of dogged, far-away hope.

DUTY OF THRIFT.

These men had to carry away and empty the heavy sanitary bins that stood in the areas. Every housewife had, at a comparatively early stage in the war, received printed instructions that all kitchen refuse that could possibly be used as food for pigs or cattle had to be carefully put aside in a special receptacle. With true German thoroughness, a list of the things that ought to be saved for this purpose, such as cabbage leaves, turnip tops, potato peelings, and the like, was given, and, as if this were not enough, the housewife was solemnly enjoined that such things as hairpins, bits of broken crockery and glass, fishbones, and old nails were not to be regarded as fit food for German cattle!

People of all classes punctiliously observe these regulations, convinced of the importance of apparent trifles, and so it comes about that when the keepers of small dairies come round with their carts to collect the *débris* they get quite a valuable contribution from this source. I was glad to hear that the dust-man told me that quite half the houses in London save the useful refuse for cattle and pigs. But why not all of them? The war has certainly taught the Germans, always a thrifty people, the duty of sweating nothing. In this respect we English, too, have lessons to learn.

Folk in Berlin are already anxiously gathering together in their cellars what coal they can in anticipation of an over greater shortage next winter than they suffer from in the winter just past. For want of coal many schools had to be closed, in some cases for several weeks. In houses with central heating the water in the pipes froze and the pipes burst. Plumbers were everywhere in demand but there were very few to be had. The whole trouble was brought about by the lack of facilities for transport. The rolling stock all over Germany has greatly deteriorated through the strain that has been put upon it, rushing troops and material across Germany from one frontier to the other for nearly three years. Lack of mechanics, lack of lubricants, lack of tools, all added to the difficulty. Nor were there enough horses to cart the coal from the railways once it did arrive. One frequently saw horses that had fallen on the slippery snow and lay there too weak to get up again, or wagons that had stopped in the snow, whose horses, in spite of cruel and brutal whipping, could not move the vehicle.

It was the poor who felt the pinch most. The long queues of people in the streets, waiting hours for coal on those bitter days, with 22deg. of frost, excited one's pity. The great cold certainly made them feel the lack of fats and nourishing food still more keenly. "Wir haben das Hungern gelernt, nun können wir auch noch das Frieren lernen!" (We have learned what it is to be hungry, now we must learn what it is to be cold!) they said, half bitterly, half stoically.

They shudder at the thought that the war may last over another winter, and say, "Impossible, impossible!"

And yet—and yet, Count Revoltov still preaches that the Pan-Germans will be content with nothing less than a German peace—a larger war indemnity, the coast of Belgium, the mineral districts of Northern France, Poland, and a rich slice of Russia! Let him who can reconcile these claims with the present mood of the German people, do so.

I find people are wondering about my *bond fides*. May not Mr. Delmer have been sent over by the Germans for purposes of their own? Some ask. I ought not to take umbrage at such excessive caution, nor do I, on the contrary, I rather welcome it. In the past, English people have so often received the smooth-tongued alien with open arms that one cannot be too thankful that they are no longer so credulous. To answer the question so often addressed to me: "Why did the Germans allow you to go?" I would answer, rather a long story. But anyone of discernment who reads my impressions of Germany must surely see that their sole genesis is their love of England.I shall have to devote half of my sixth article, I am afraid, to this personal matter.—*Times*.

HOW THE GERMAN LINE CAN BE BROKEN. BLIND THE ENEMY BY DOUBLING OUR AEROPLANES.

Recently we asked a high ranking military man connected with the Franco-British visiting commission if there was any hope of breaking the German line and forcing a retreat along the whole front (says the *Scientific American*). "Certainly there is," "But how?" we asked; and we commend his quick reply to the immediate attention and action of Congress. "If the United States would place at our disposal 5,000 aeroplanes, manned by skilled aviators, we could break through by a surprise attack in great force, and roll back the whole line. The disaster would be so widespread that peace would follow within a few weeks."

He explained that a curve showing the strength with which the Western line is held would run approximately level with a big bulge on each side where the German and the Allied forces are fighting at Messines, Arras, Craonne, and so on. "Under existing conditions," he said, "we no sooner move even a single division with its artillery to a certain selected position than the Germans counter with a similar concentration. But if our aeroplane strength were suddenly doubled, we could hold the aerial forces of Germany so far back of the front that it would be possible to concentrate an army of 500,000 men at a selected point, without the Germans having the slightest inkling of what was going on. With such a local preponderance, our troops could break through in force, and before the enemy knew what was going on we would be astride his communications. To save his armies from envelopment and destruction he would have to make a retreat which in any case would be disastrous, and might be absolutely fatal."

Nothing could be more true: time and again this war has brought home to us the fact that the control of the air is an essential to victory in the modern battle. At Verdun, on the Somme, at Arras, on the Craonne Plateau and at Vimy Ridge, and again at Messines, it was the airman of the *Entente* forces, whose preponderance, skill and daring insured the victory of the attackers. Still, the German commanders were fully aware of the impending attacks and were able to concentrate the necessary troops on the given sectors at least to stave off a disastrous break in their lines, even though they suffered heavy defeat. The mere fact that the *Entente* airman was not in sufficient force utterly to prevent the German from taking the air gave the latter an opportunity, slight as it may have been, to execute reconnaissance flights, for the most part, back of the German lines.

It has been pointed out before in the columns of this journal that the control of the air is only a relative term; and even if the *Entente* airman have enjoyed the control of the air from time to time it has never been in such a degree as to "blind" the German forces altogether. Always has been possible, for the *Entente* fliers to carry out reconnaissance flights, even if only behind their own lines, and protected by their own anti-aircraft batteries. So every attack of the Allied armies has been prepared with the more or less complete knowledge of the German commanders, and with every opportunity for the latter to take proper counter measures.

It is not necessary to fall back on imagination for a picture of what 5,000 American aeroplanes would mean in a war's decisive battle; for, on a small scale, the British army enjoyed practical control of the air at the recent battle of Messines. The intrepid airman of the Royal Flying Corps, we read, did not stop at their usual tasks of reconnaissance, artillery spotting and combatting hostile machines; they carried on systematic raids far behind the German lines, dropping bombs on railroads, with demolishing effect, and machine-gun fire, attacked infantry on the march and in the trenches; dropped bombs on German aeroplanes, and in every possible way inflicted heavy losses on an enemy already fully occupied with land forces employing every machinery known to the modern soldier. So, basing our judgment on what the British airman accomplished at Messines, it is not difficult to speculate as to the results of a battle in which ten, twenty or thirty times as many aeroplanes would make a part.

Not so much is it troops that our Allies require at present as it is aeroplanes and airmen; for given absolute control of the air, a decisive defeat could be inflicted right now on the German forces by the *Entente* troops. With his artillery obliged to shoot at unseen, elusive targets; with his every move known instantly to the opposing generals; with his batteries, machine-gun positions, supply stations, ammunition dumps and other military establishments subjected to a hurricane of accurate, devastating fire; with his men in constant terror of aeroplanes dropping out of the skies and flying less than 100 feet above the earth, pouring streams of accurate machine-gun fire into their ranks; with relieving troops attacked with machine-gun fire by aviators before they even reached the trenches—indeed, just as they were leaving the troop trains; with his communications, both rail and road, utterly disorganized by continuous bombing and bursts of machine-gun fire and accurate shelling; and with his utter lack of knowledge of what the enemy was preparing for him back of his own lines, the German commander on any given sector would be in a perilous, hopeless position. Surely he would be unable to withstand the onslaught of a half million fresh infantry of whose presence he had no previous knowledge and therefore no corresponding forces of defenders.

All this can be accomplished by 5,000 American aeroplanes. We have the manufacturing facilities ready for the undertaking; and we have the invaluable fund of knowledge of the greatest aeronautical constructors in the Allied countries at our disposal, ensuring an American product in the future that will be the equal of any the world over. We have the facilities for training the men, and we have sufficient volunteers for aviation service to prepare an army of fliers several times that required.

(Continued at foot of next column.)

OUR LONDON LETTER. WORK FOR THE NEW FOOD CONTROLLER.

HIGH PRICES AND LABOUR UNREST.
[FROM OUR OWN CORRESPONDENT.]

LONDON, June 25th.
NEW FOOD CONTROL. Lord Devonport has disappeared from view as Food Controller and Lord Rhonda reigns in his stead. Public confidence in the ability of the Government to manage the food supply of the country on equitable terms for all has been badly shaken by the weakness and the wobbling of the Ministry of Food during the last six months. But as "Hope springs eternal in the human breast," reliance is placed on the new Joseph in Egypt. He has a free hand. He can, if he does nothing else, avoid the more glaring errors of his predecessor's policy. As Mr. D. A. Thomas, a millionaire Welsh colliery proprietor, Lord Rhonda has a great reputation for ability and for the habit of getting his own way. And he knows at the outset that as an earnest of his good faith the public expect him to put an end to profiteering.

The artificial inflation of prices which went on so merrily of late will not be tolerated any longer. It has been the chief cause of Labour unrest, and the Cabinet are well aware that if it is not stopped the consequences will be disastrous. Lord Devonport seemed to be unable or unwilling to tackle the greedy gangs who deliberately manipulated the markets in order to fill their pockets. Their identity was known in the City, and the result of their thimble-rigging practices was patent to everybody. Seeing that the whole of the stocks of food in the country and the quantities on the way here from abroad are accurately known to the Food Controller and his staff, it is obviously not beyond the wit of man to ensure that the difference between the wholesale and retail price is not such that predatory middlemen should be able to rob the consumer. Since the outbreak of war the average cost of food-stuffs has increased by over 100 per cent. The "man in the street" naturally regards this, where it is due to exploitation, as equivalent to highway robbery with violence.

Closely associated with the smouldering anger of the people over the high cost of living is the question of Labour unrest. The working-classes suspect that they are being used to make rich men richer, and also to entrench Capital (with a capital C) more solidly than ever in position. Hence the recent deputation to the Prime Minister. But Mr. Lloyd George is never at a loss. He met complaints by appointing eight Commissions of Enquiry into Labour Unrest. Whether any good will ensue is problematical. Each Commission consists of 24 members; and the 192 persons deputed to look for trouble—or the causes of trouble—have each the right of drawing up a report. More remarkable still, the Prime Minister ordered them to present their findings within three weeks. The terms of reference are the Munitions Act, high prices, profiteering, Trade Union regulations, relations of employers to employees, Conscription, hours of labour, overtime, the position of women in industry, agitators, over-fatigue, and so on. Whatever else happens, if any of the Commissioners get to the end of their task in the specified time they should be able to report feelingly about over-fatigue. They are asked to do in three weeks what has occupied Royal Commissions as many years.

GERMAN TITLES ABOLISHED.
The King's decision that "those Princes of his family who are his subjects and bear German names and titles should relinquish these titles and henceforth adopt British surnames" meets with approval. After all that has happened in the last two or three years people look askance at anything and everything Teutonic in name or origin. The King has shown his taste by abolishing the pretensions to precedence in rank over our old nobility of the sons and daughters of princes and princelings who flourished during the Victorian regime. In due course the only princes and princesses will be the children and grandchildren (in the male line) of the Sovereign, and only these will have the right to be called "Royal Highness." In connection with this subject the *Spectator* raises again the question whether it would not be a good thing if the cadet members of the Royal family had a surname, which should be also unmistakably British. The journal suggests "Lancaster" from the King's title of "Duke of Lancaster."

STORY OF PIRATES.
The refusal of British seamen to carry Mr. Ramsay MacDonald and his companions of the Independent Labour Party to Russia raises several important points. It is very gratifying that British sailors, in common with British opinion, generally abhor the Pacificist doctrines held by these men and endorsed by their followers—a very small section. English workers have the wish to see Messrs. MacDonald and Company presenting their peculiar views on the war as views of Englishmen. That, of course, is a perfectly reasonable attitude. But, unfortunately, the ban gives the Pacificists an international importance to which they have no rightful claim. It suggests that they have something to say that we are afraid the Russians will hear. The suggestion is absurd; but there is no fact. Although the seamen did not intend it, their action strikes at the liberty of speech and of thought, and the liberty of the subject. Looking to the future after the war, are we to have certain classes of workers exercising control over persons whose opinions are obnoxious to them? Are the railwaymen, for instance, to decline to carry directors who refuse their demands for more wages or shorter hours? That way leads direct to anarchy. Already the Trade Unions perceive that a mistake has been made, and, indeed, some of the leaders are saying so.

Are we going to miss this one opportunity of winning a speedy victory? That is the question which must be answered by Congress in the immediate future.

LABOUR UNREST. NO DELAY IN THE INQUIRY. PRIME MINISTER AND CHEAPER FOOD.

Addressing the Commissioners appointed to inquire into the causes of labour unrest, recently, the industrial machine, had been working at exceptionally high pressure; a pressure quite unknown in times of peace in Great Britain or any other land, in fact a pressure it was never before known that the industrial machine was capable of bearing. Five millions of men and more in the prime of life—the picked young men of the country—had been withdrawn from industry. It was true we had about a million women now engaged in industrial pursuits previously followed by men. But still the pressure was enormous. With diminished numbers in the industrial army, they had in many cases to maintain the output and in many cases to increase it. Consequently there had been a good deal of overstrain, of fatigue, of exhaustion, with all the irritation that ensued in cases of that kind, and he had no doubt, owing to the innumerable changes which had to be effected in order to adapt the peace machine to war exigencies, there had been a good deal of friction. They were dealing first of all not with hard metal, but with flesh and blood, and he had no doubt that many mistakes had been made. There had been many stupidities perhaps committed, many errors perhaps on both sides. Such things were almost inevitable when one considered the whole of the conditions under which they had been working during the last two or three years. The marvel was that there had been so few of these difficulties.

But the results accomplished had been beyond the anticipations—he might almost say the dreams—of any men, even those who were perfectly acquainted with the possibility of the industrial community of this country. It had been undoubtedly a great surprise to our enemies and a disappointment to them. They never thought Great Britain was capable of adapting itself so readily to such gigantic demands. It had been a great source of joy to our friends and a source of enormous pride to every man who loved his native land and saw that Britain, when the pressure came, was capable of giving such a response.

LEGITIMATE GRIEVANCES.
All the same there had been trouble and there had been some friction. Their function, the function which they had been so good as to undertake on behalf of the Government, was to investigate the causes of this discontent. Even when it had not ended in strikes one heard murmurings and grumblings. They did not come merely from men who for political or other reasons were interested rather in promoting disquiet; they came from men who were honestly anxious to help the country in the prosecution of the war. Such investigations as he had been able to make in a fairly busy life had convinced him that there were grievances which ought to be dealt with. And it was undoubtedly in the interests of the country that that should be done, because unless all legitimate causes of discontent were removed, it would impair the efficiency of the industrial machine, to put it in its lowest. To impede national efficiency at a time when we needed the whole of our strength was something that ought to be attended to at once, even as a war measure.

Dealing with the proposed work of the Commissioners, the Prime Minister said the Government wished the inquiry to be a thorough one. All they wished to know as a Government was "What are the facts?" They wished the inquiry to be an impartial one, and he felt certain from the category of the Commissioners that that would be the case. It should be conducted "without fear or favour, affection or ill-will," to quote a phrase to which they were accustomed in the House of Commons. They wanted to know what the real truth was about the causes of unrest; unless they knew that they could not take steps to redress them.

As to the reference they were anxious that it should be interpreted in a thoroughly broad spirit and not in a technical sense, because unless that were done they could not be properly advised as to conditions. That was a word rather to the chairman than to their colleagues. They suggested that investigations should not be conducted in too formal a manner, but that all needs should be sought which would enable the Commissioners to inform themselves as to the facts, not necessarily by having witnesses before them and examining them and cross-examining them, though that was the most obvious method of doing it—but by any means that would suggest the best way of ascertaining the facts in any particular area. They should see for themselves, make inquiries for themselves, and get to know what was really happening and why it was happening. He would suggest for that very reason that it was undesirable that the proceedings should be held in public. They would find it difficult to get witnesses to speak with freedom and to tell them exactly what was happening if they knew that their names would be known, and the character of the evidence which they might give would also be known. He did not suggest that there would be any victimization—he did not think for a moment that anyone dare victimize anyone giving evidence to a Commission on such a very important subject—but at the same time the witnesses themselves might feel a little bit disinclined to talk with the same freedom that they otherwise would, and for that reason he strongly urged that the proceedings should be private.

REASONS FOR PRIVATE INQUIRY.
He had another reason. He was very anxious that too much time should not be occupied with the inquiries, because the longer they lasted the less useful they would be. If there were real grievances, then the sooner they were remedied the better. Therefore he urged them to conclude their inquiries at the earliest possible moment consistent with ascertaining the truth. For those two reasons he would strongly urge that the course of their investigation.

(Continued at foot of next column.)

GERMAN BRUTALITY. TERRIBLE EXPERIENCES OF BRITISH SEAMEN.

The following is yet another authentic story received from the Chief Irish Superintendent of the British and Foreign Sailors' Society regarding German brutality to helpless merchant seamen:

The men of the German submarine took one of the two ship's life-boats to get aboard the *s.s. Refugio* on the 12th inst., and when they had done with it, kicked a hole in its bottom, which the steward afterwards plugged with his shirt and divided the crew of 38 (5 Spaniards, 2 Arabs, 5 blacks and 24 British) into the two boats. The weather was very rough and wet, and the exposure and want of water soon told upon them. The two boats had to be kept together by towing, but the rope broke owing to the heavy sea. The Captain's boat was heading straight to sea and sailing fast when the steward (Mr. W. R. Wilson) in the second boat swam to the Captain's boat in the darkness of the night and found them all exhausted and in a stupor, and woke them up, got the boat turned in the opposite direction (S.E.) and rowed towards land. It was a fearful effort and one died from exhaustion. They soon sighted land and one boat got ashore.

The other boat was drifting near the rocks when a crew, organised by Rev. A. Munro, assisted by Dr. O'Doherty and the Coastguards under Mr. F. J. King, brought the poor fellows to land. The men were helpless and could do nothing, many were unconscious, but willing hands soon gathered and assisted the men from the boats and brought them ashore, where nourishment in abundance was provided (though some had to be spoon-fed). Eleven died as the result of the exposure. The twenty-five survivors were taken under the care of the local Branch of the British and Foreign Sailors' Society. The Society, as usual, supplied food and beds and fresh outfits to the poor worn-out men, some of whom were still in a dazed condition and glad to lie down. All except two were able to travel next day for Liverpool. The two had to remain behind for a few days, as one (a black man from Jamaica) was too ill to leave, and the other, by Doctor's orders, elected to stay with him.

We understand the *Refugio*, owned by Messrs. John Cory & Sons, Cardiff, fought the submarine for 24 hours, and if the men could have kept it up just a little longer they might have been victorious. The Captain became really mad as the result of the experience, and the steward was compelled to take command.

The crews from about 350 torpedoed ships have been received into this Society's care. The demand for clothing of all kinds is exceptionally heavy, especially along certain sections of the Irish and English coasts. Supplies may be sent to the British and Foreign Sailors' Society Headquarters, The Sailors' Palace, 678-680, Commercial Road, London, E., or to any of its branches.

inquiry should be conducted in private. After all, there would be workmen's and employers' representatives present, and each would be able, apart altogether from the well-known character of the chairman, to see that the evidence received absolute fair play.

He expressed a desire on behalf of the Government that the recommendations of the Commission should be made at the earliest practicable date. There were anxious not merely that the Commissioners should investigate the cause of unrest, but that they should make their own recommendations as to the best way of dealing with them, whether they be economic or non-economic. Sometimes it might be the question of hours of labour, sometimes it might be trade union regulations, sometimes it might be complaints as to the action of employers or of foremen, sometimes it might be the Munitions Act or the method of its administration. They were anxious that all those questions should be investigated thoroughly. Sometimes it might be the high cost of food or the question of profiteering. Those were things they wanted to find out. Sometimes it might be found that unrest was due to attempts made to take advantage of legitimate grievances to stir up general discontent. That they also wanted to find out. The Labour Minister had just suggested to him that there was a good deal of discontent in some cases attributable to the efforts to keep up the Army, and to the substitution of those who were wanted to go into the Army. All these questions they wanted thoroughly investigated, and they wanted the recommendations of the Commission. He did not mean to say that the Government proposed to wait for the report of the Commission before they dealt with certain things. His right hon. friend the Minister of Munitions was at the present time engaged in very important negotiations with the Amalgamated Society of Engineers in reference to some sections of the Munitions Act. And he (the Prime Minister) was hoping that certain sections of that Act which perhaps might have been very necessary at the time might now have served their purpose in the organization of labour for national purposes, and be found to be not so necessary.

INVESTIGATION OF PROFITEERING.
There was another cause of industrial unrest, which the Government certainly would not wait for the report of the Commission before dealing with, and that was the question of high prices of food and the suggestion made that profiteering might be partly responsible for it. The Cabinet had already started a very searching investigation of that subject, and they hoped in a very short time to make proposals which would have the effect of reducing very substantially the cost of some of the necessities of life to the people of this country. At the same time, he had no doubt that they would come up against those grievances in the course of their investigation.

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"HAIKUN"	... Capt. A. E. Hodgins	... TUESDAY,	7th Aug. at Noon.
"HAIHONG"	... Capt. J. W. Evans	... FRIDAY,	10th Aug. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
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Steamers	Leave Hong Kong	Connecting Mail	Due at MARSEILLES	Due at LONDON
COLOMBO	about Noon	Str. from COLOMBO	1917	1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available to Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
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AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
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STEAMERS.	Leave H'kong about	Leave S'pore about	Due at MARSEILLES, if calling about	Due LONDON about
The Intermediate Service is	Temporarily	Suspended.		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
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Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to
E. V. D. PARR,
Superintendent.

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VICTORIA, B.C. and SEATTLE | SADO MARU | THURSDAY, 23rd
via KEELUNG, SHANGHAI | Capt. Shinobe | 12,500 | Aug. at Noon

MOJI, KOBE, YOKKAICHI | SHIDZUKA MARU | WEDNESDAY, 12th
SHIMIDZU and YOKOHAMA | Capt. Noma | 12,500 | Sept. at Noon

SYDNEY and MELBOURNE via MANILA ZAMBOANGA THURSDAY ISLAND

TOWNSVILLE and BRISBANE

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

YAGASAKI KOBE and | TANGO MARU | FRIDAY, 17th
YOKOHAMA | Capt. Soyeda | 13,500 | Aug. at 11 A.M.

SHANGHAI KOBE and | IYO MARU | MONDAY, 13th
YOKOHAMA | Capt. Takano | 12,500 | Aug. at 11 A.M.

SHANGHAI KOBE and | KITANO MARU | SUNDAY, 26th
YOKOHAMA | Capt. Cope | 16,000 | Aug. at 11 A.M.

TAISHO MARU | THURSDAY, 16th
Capt. Ogawa | 8,000 | Aug.

ASAKI MARU | WEDNESDAY, 22nd
Capt. Kozuka | 8,000 | Aug.

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Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SENJO MARU	23,000	FRI., 10th Aug
NIPPON MARU	11,000	SATUR., 24th Aug
SHINYO MARU	22,000	FRI., 7th Sept.
PERIA MARU	8,000	SATUR., 22nd Sept.
KOREA MARU	18,000	FRI., 6th Apr.
SIBERIA MARU	18,000	MON., 15th Oct.

The s.s. "Nippon Maru" and s.s. "Peria Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA
and IQUIQUE
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KIYO MARU	17,200 "
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For full information as to rates, sailings, etc., apply to—

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T. DAIGO, Agent,
King's Building, 187

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A STEAMER will sail for Saigon Direct on or about 12th Aug.
Taking Passengers and Cargo.

SPECIAL SUMMER RATES TO JAPAN

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. Co. for return journey.

FARES: TO KOBE, \$185.00. TO YOKOHAMA, \$150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

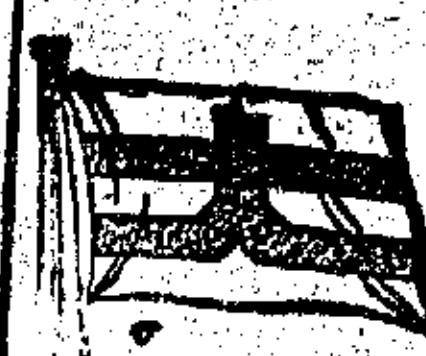
Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to—

TELEPHONE 740.

P. THOMAS, Agent,
Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line.

FOR VICTORIA, SEATTLE AND TACOMA, via
SHANGHAI, MANILA, YAGUAKI,
MOJI, KOBE AND YOKOHAMA

"PANAMA MARU"	... MONDAY, 6th Aug. at 3 P.M.
"MANILA MARU"	... THURSDAY, 16th Aug. at 3 P.M.
"CHICAGO MARU"	... TUESDAY, 28th Aug. at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

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AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Maricao. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Taiwan, via Swatow and Amoy.

"JOSHIN MARU" ... | WEDNESDAY, 8th Aug. at 10 A.M.

"AMAKUSA MARU" ... | THURSDAY, 9th Aug. at Noon

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,
No. 1, Queen's Building.

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